

I N D E X



TO

R E P O R T

FROM THE

SELECT COMMITTEE

ON

CONVEYANCE OF MAILS  
BY RAILWAYS.

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	PAGE		PAGE
<b>Deliveries</b> - - - - -	18	<b>Fines</b> - - - - -	
Area of Delivery - - - - -	6	1. System of mutual Fines proposed - - -	23
Extra Charge for Delivery - - - - -	23	2. Objection by Railway Companies thereto - - -	23
Hours of Delivery - - - - -	41	Aberdeen Railway - - - - -	1
Metropolitan Delivery - - - - -	54	<b>FOREIGN AND COLONIAL MAILS:</b>	
Royal Posts - - - - -	71	1. Complaints as to the Mode of Transmission	
<b>Deposit and Delivery at Stations</b> - - - - -	18	on Arrival in England; Remedies sug-	
Cross - - - - -	17	gested - - - - -	34
Suipping Apparatus - - - - -	73	2. Reclamations by the Post-office Authorities - - -	25
Derby - - - - -	18	<b>Australian Mails</b> - - - - -	5
<b>Dover</b> - - - - -	19	Bristol, 1, 2 - - - - -	10
Foreign and Colonial Mails - - - - -	14	Colonial Letters - - - - -	16
French Mails - - - - -	15	Dover - - - - -	19
<b>Down Trains</b> - - - - -	19	Falmouth - - - - -	23
Acceleration - - - - -	1	French Mail - - - - -	25
East Coast Route - - - - -	19	Liverpool, 2 - - - - -	42
Edinburgh - - - - -	21	North American Mail - - - - -	53
Great Northern Railway - - - - -	25	Overland Mail - - - - -	62
Irregularities and Delays - - - - -	45	Sorting - - - - -	74
London and North Western Railway - - - - -	50	<b>French Mail</b> - - - - -	25
Midland Route - - - - -	55	Dover - - - - -	19
Special Mail Trains - - - - -	75	Foreign and Colonial Mails - - - - -	21
West Coast Route - - - - -	81	<b>General Post Office (London)</b> - - - - -	26
York, Newcastle, and Berwick Railway - - - - -	83	London - - - - -	50
York and North Midland Railway - - - - -	84	Metropolitan Delivery - - - - -	54
<b>Dublin</b> - - - - -	19	Post-office - - - - -	67
Channel Mail Service - - - - -	14	Staff (Post-office) - - - - -	76
<b>EAST COAST ROUTE:</b>		Weights of Mails - - - - -	81
1. Evidence and Returns in favour of the East		<b>Gradients</b> - - - - -	26
Route to Edinburgh, &c. - - - - -	19	<b>GREAT NORTHERN RAILWAY:</b>	
2. Objections to the adoption of this Route - - - - -	20	1. Evidence generally in favour of the use of	
<b>Acceleration</b> - - - - -	1	this Railway for the Conveyance of Mails	
Centralisation of Mails - - - - -	14	to the North - - - - -	26
Coal Traffic - - - - -	16	2. General Objections to the foregoing Propo-	
Division of Traffic - - - - -	19	sition - - - - -	27
Eastern Counties - - - - -	20	3. Speed and Regularity of the Trains con-	
Edinburgh - - - - -	21	sidered; Returns thereon - - - - -	27
Gradients - - - - -	26	4. Increased Expenditure necessary - - - - -	28
Junctions - - - - -	47	5. Consideration of the Question by the Com-	
Knottingley - - - - -	48	mittee - - - - -	28
Newark - - - - -	56	<b>Centralisation of Mails</b> - - - - -	14
North British Railway - - - - -	58	Cautious Routes - - - - -	14
Peterborough - - - - -	67	Coal Traffic - - - - -	16
Traffic - - - - -	79	Doncaster - - - - -	19
York, Newcastle, and Berwick Railway - - - - -	84	East Coast Route - - - - -	19
<b>Eastern Counties</b> - - - - -	20	Eastern Counties - - - - -	20
East Coast Route - - - - -	19	Edinburgh - - - - -	21
Newcastle-on-Tyne, &c. - - - - -	56	Grantham - - - - -	26
<b>Eastern Counties Railway</b> - - - - -	21	Hitchin - - - - -	40
Edinburgh - - - - -	21	Huntingdon - - - - -	44
Acceleration, 1 - - - - -	1	Irregularities and Delays - - - - -	45
East Coast Route - - - - -	19	Junctions - - - - -	47
Great Northern Railway - - - - -	25	Knottingley - - - - -	48
Liberton (Edinburgh) - - - - -	49	Mail Carts - - - - -	53
Memorials and Complaints - - - - -	54	Newark - - - - -	56
Midland Route - - - - -	55	Newcastle-on-Tyne - - - - -	56
Pennyweight - - - - -	67	North East Coast - - - - -	58
West Coast Route - - - - -	81	Peterborough - - - - -	67
<b>Electric Telegraph</b> - - - - -	28	Traffic - - - - -	79
<b>Expenses</b> - - - - -	28	<b>Great Southern and Western Railway</b> - - - - -	28
Arbitration - - - - -	4	Travelling Post-offices - - - - -	79
Awards - - - - -	5	<b>GREAT WESTERN RAILWAY:</b>	
Great Northern Railway, 4 - - - - -	28	1. Arbitration between the Company and the	
London and North Western Railway, 1 - - - - -	50	Post-office - - - - -	29
Mail Coaches - - - - -	54	2. Manner in which the Mail Service is per-	
Midland Railway - - - - -	55	formed; Acceleration contemplated - - - - -	29
Mileage Payment - - - - -	55	<b>Acceleration, 2</b> - - - - -	2
Newspapers - - - - -	57	Alteration of Services - - - - -	3
North Staffordshire Railway - - - - -	59	Bristol - - - - -	10
Parcels, 3, 4 - - - - -	65	Parcels - - - - -	64
Potteries (Staffordshire) - - - - -	68	Robberies of Mails - - - - -	71
Special Mail Trains - - - - -	75	Speed - - - - -	75
Supplementary Mails - - - - -	77	Stoppages - - - - -	77
York, Newcastle, and Berwick Railway, 3 - - - - -	84		
Extra Charge for Delivery - - - - -	23		

	PAGE		PAGE
Huntingdon	44	Kerry	48
Circuitous Routes	14	Kirkcubright	48
Increase of Accommodation	44	LIVERPOOL:	
Ireland	45	1. Generally	49
Bandon	7	2. Foreign Correspondence	49
Belfast	7	3. Mail Service with Scotland	49
Cork and Bandon Railway	17	Foreign and Colonial Mails	34
Dublin	19	Memorials and Complaints	54
Great Southern and Western Railway	18	Locomotive Power	50
Irish Mails	45	LONDON AND NORTH WESTERN RAILWAY:	
Channel Mail Service	14	1. Remuneration for Conveyance of Mails	50
Chester and Holyhead Railway	14	2. Evidence and Returns relative to Delay and Irregularity	51
East Coast Route	19	3. Delay attributed to the Post-office, the same decided	51
London to Holyhead	50	4. Other Evidence generally	51
Separation of Scotch and Irish Mails	73	Bank Panels, 2	8
IRREGULARITIES AND DELAYS:		"Illustrated London News"	44
1. Special instances during October, November, and December 1863	46	Junctions	47
2. Delay at other Periods, and generally	46	Parcels, 3, 4	65
3. Disposition of Irregularity and Delay in 1864	46	Mossleyfield	53
Acceleration	1	Chelford to Macclesfield	14
Average Irregularity	5	Circuitous Routes	14
Bristol	10	Memorials and Complaints	54
Bristol and Exeter Railway	11	North Staffordshire Railway	59
Chester and Holyhead Railway	14	Potteries (Staffordshire)	68
Cork and Bandon Railway	17	Mail Carts	53
Crewe	17	Chelford to Macclesfield	14
Deposit and Delivery at Stations	18	Huntingdon	44
Downs	19	Kerry	48
Eastern Counties	10	Liverpool to Warrington	50
Eastern Counties Railway	31	Mossleyfield	54
Edinburgh	31	North Kent	50
Fines	53	Potteries (Staffordshire)	68
Foreign and Colonial Mails	34	Robberies of Mails	71
Gloucester	36	Tadcaster	78
Great Northern Railway, 3	37	Manchester	54
Great Western Railway, 3	39	Memorials and Complaints	54
Hackney	40	Bristol, 1, 3	10
Huntingdon	44	Newcastle, Shields, and Gateshead Chamber of Commerce	57
Inquiries into Delay	44	Northumberland	50
Ireland	45	Potteries (Staffordshire), 1, 2	68
Irish Mails	45	Midland Railway	55
Kerry	48	Midland Route	55
Kirkcubright	48	Acceleration	1
London and North Western Railway, 2, 3	51	Circuitous Routes	14
Macclesfield	53	Great Northern Railway	37
Memorials and Complaints	54	Junctions	47
Midland Route	55	Newcastle-on-Tyne	58
Newcastle-on-Tyne	58	Rugby	71
North British Railway	58	York and North Midland Railway	84
North Staffordshire Railway	59	NEWCASTLE-ON-TYNE:	
Northumberland	59	1. Recent Improvement of the Mail Service	56
Preston	67	2. Uncertainty and Delay in the Arrival of the London Mail	56
Potteries	68	3. Slowness of the Communication with sundry Places	56
Punctuality	69	4. Explanation by the Post-office	57
Separation of Scotch and Irish Mails	73	5. Improvements suggested	57
Size of Trains	73	Acceleration	1
Sorting	74	East Coast Route	19
Speed	75	Eastern Counties	30
Stake-upon-Trest	77	Great Northern Railway	46
Stapleford	77	Insurance of Shipping	45
Sunderland	77	Midland Route	55
Tadcaster	78	Punctuality	69
Tamesworth	78	Travelling Post-offices	70
Traffic	79	York, Newcastle, and Berwick Railway	83
Winter Months	81		
York, Newcastle, and Berwick Railway, 1, 2	83		
York and North Midland Railway	84		
Junctions	47		
Centralization of Mails	14		
Crewe	17		
Stafford	76		
Tamesworth	78		

	PAGE
Newspapers	57
"Illustrated London News"	44
Weight of Mails	81
Night Mails	58
Acceleration	1
Bristol	10
East Coast Route	19
Great Northern Railway	95
Irregularities and Delays	45
Letters	40
London and North Western Railway	50
Midland Route	55
Newspapers	57
Separation of Scotch and Irish Mails	73
West Coast Route	81
North British Railway	58

## NORTH STAFFORDSHIRE RAILWAY:

1. Complaint as to the non-conveyance of the Pottery, &c., Mails along this Line; Offer made by the Company	59
2. Rejection of the Terms offered by the Company, explained	59
Macclesfield	59
Potteries	63
Northumberland	59
Alnwick District	3
Beal	7
Clithill	14
Haggerston	30
Overland Mail	62

## PARCELS:

1. Generally as to Conveyance by Post or Railway	64
2. Extent of the Postal Traffic	64
3. Transmission through the Post-offices objected to by the Railway Companies	65
4. Approval of Conveyance by Post; Complaints on the subject answered	65
Book Parcels	8
Parliamentary Representatives	66
Passenger Traffic	66
Penny-mail	67
Post-office	67
Acceleration	1
Arbitration	4
Arrivals	5
Awards	5
Book Parcels	8
Circular (Post-office)	14
Co-operation	17
Deposit and Delivery at Stations	18
Expenses	19
Fines	23
General Post-office (London)	26
Great Western Railway, 1	23
Letter Carriers	40
Memorials and Complaints	54
Newcastle-on-Tyne	56
Newspapers	57
North Staffordshire Railway	59
Parcels	64
Parliamentary Representatives	66
Punctuality	69
Report to Parliament	70
Sorting	74
Special Mail Trains	75
Speed	75
Staff (Post-office)	76
Supplementary Mails	77
Surveyors	78
Tolls	79
Weight of Mails	81
York, Newcastle, and Berwick Railway	83

## POTTERIES (STAFFORDSHIRE):

	PAGE
1. Complaints as to Delay and Insecurity; Remedies suggested	63
2. Explanation by the Post-office	68
3. Papers laid before the Committee	69
Chelford to Macclesfield	14
Circular Routes	14
Macclesfield	59
Memorials and Complaints	54
North Staffordshire Railway	59
Stoke-upon-Trent	77
Punctuality	69
Acceleration	1
Circular (Post-office)	16
Co-operation	17
Great Northern Railway, 1. 2	23
Mail Carts	52
Public Opinion	69
Special Mail Trains	75
Railway Companies	70
Arbitration	4
Arrivals	5
Awards	5
Co-operation	17
Expenses	22
Fines	23
Parcels	64
Passenger Traffic	66
Punctuality	69
Special Mail Trains	75
Speed	75
Railway Post-offices	70
Crease	17
Diver	19
London Bridge Station	50
Robberies of Mails	71
Separation of Scotch and Irish Mails	73
Size of Trains	73
Slipping Apparatus	73
South Eastern Railway	74
Baller, Sir John Yards	12
SPECIAL MAIL TRAINS:	
1. Proposition for exclusively Mail Trains	75
2. Objections on the part of Railway Companies	76
Branch Mail Coaches	10
Speed	75
Acceleration	1
Crease to Normanton	18
East Coast Route	19
Eastern Counties Railway	21
Grainroads	26
Great Northern Railway, 1. 2. 3	26
Great Western Railway	29
Midland Railway	50
Night Mails	58
Punctuality	69
Size of Trains	73
Special Mail Trains	75
Stoppages	77
Winter Months	82
York, Newcastle, and Berwick Railway, 1. 2	83
York and North Midland Railway	84
Stoke-upon-Trent	77
Extra Charge for Delivery	73
North Staffordshire Railway	59
Potteries (Staffordshire)	63
Stoppages	77
Bristol 2. 3	11
Ferry Hill Station	73
Speed	75

	PAGE		PAGE
<i>Supplementary Mails</i> . . . . .	77	<i>West Coast Route</i> . . . . .	82
<i>London and North Western Railway, 1. 4</i> . . . . .	69	<i>Acceleration</i> . . . . .	1
<i>Post-offices</i> . . . . .	67	<i>Caledonian Railway</i> . . . . .	32
<i>Surveys</i> . . . . .	78	<i>East Coast Route</i> . . . . .	32
<i>Penyngish</i> . . . . .	67	<i>Edinburgh</i> . . . . .	32
<i>Tamworth</i> . . . . .	78	<i>Gradients</i> . . . . .	31
<i>Bristol, 1. 3</i> . . . . .	49	<i>Junctions</i> . . . . .	65
<i>Irish Mails</i> . . . . .	45	<i>London and North Western Railway</i> . . . . .	45
<i>Time Tables</i> . . . . .	79	<i>Tamworth</i> . . . . .	78
<i>Tolls</i> . . . . .	70	<i>Traffic</i> . . . . .	79
<i>Traffic</i> . . . . .	79	<i>West of England</i> . . . . .	31
<i>Coal Traffic</i> . . . . .	16	<i>East Coast Route</i> . . . . .	32
<i>Parcels</i> . . . . .	64	<i>South Wales Railway</i> . . . . .	32
<i>Passenger Traffic</i> . . . . .	66	<i>Stafford</i> . . . . .	76
<i>Size of Trains</i> . . . . .	73	<i>Winter Months</i> . . . . .	81
<i>Travelling Post-offices</i> . . . . .	79	<i>Irregularities and Delays, 1</i> . . . . .	45
<i>Sorting</i> . . . . .	74	<i>York</i> . . . . .	81
<i>Unpaid</i> . . . . .	79	<i>Acceleration</i> . . . . .	1
<i>Arbitration</i> . . . . .	4	<i>East Coast Route</i> . . . . .	32
<i>Arrivals</i> . . . . .	5	<i>Great Northern Railway</i> . . . . .	35
<i>Awake</i> . . . . .	5	<i>Midland Route</i> . . . . .	65
<i>Baker, Sir John York</i> . . . . .	12	<i>York, Newcastle, and Berwick Railway</i> . . . . .	81
<i>Chambers of Commerce</i> . . . . .	14	<i>York and North Midland Railway</i> . . . . .	84
<i>Graham, Sir James</i> . . . . .	26		
<i>Great Western Railway, 1</i> . . . . .	29	<i>YORK, NEWCASTLE, AND BERWICK RAILWAY :</i>	
<i>Stuart, Lord James</i> . . . . .	77	1. <i>Delays and Irregularities on the Line &amp; Returns</i>	
<i>Weight of Mails</i> . . . . .	81	on the Subject . . . . .	83
<i>Bags</i> . . . . .	6	2. <i>Explanations respectively by the Company and</i>	
<i>Book Parcels, 1</i> . . . . .	8	by the Post-office . . . . .	83
<i>"Illustrated London News"</i> . . . . .	44	3. <i>Recent Award by the Marquis of Blandford,</i>	
<i>Letters</i> . . . . .	49	considered . . . . .	84
<i>Newspapers</i> . . . . .	57	<i>Acceleration</i> . . . . .	1
<i>Official Letters</i> . . . . .	61	<i>Centralization of Mails</i> . . . . .	14
		<i>East Coast Route</i> . . . . .	32
		<i>Ferry Hill Station</i> . . . . .	23
		<i>Size of Trains</i> . . . . .	73
		<i>Winter Months</i> . . . . .	81
		<i>York and North Midland Railway</i> . . . . .	84

## I N D E X.

[*N.B.*—In this Index the *Figures* following the Names of the Witnesses refer to the Questions of the Evidence, and those following respectively, *Rep. p.*, *Ev. p.*, and *App. p.*, to the paging of the Report, Evidence, and Appendix.]

## A.

**ABBOTT, FRANCIS.** (*Analysis of his Evidence.*)—Secretary to the General Post-office in Scotland, 3896—Particulars as to the postal communication between Edinburgh and Pennycook previously and subsequently to the 1st of August 1853; 3897, 3898—Denial of Mr. Cowan's statement that two mails from Pennycook to Edinburgh had been withdrawn, 3899—Mr. Page, in his evidence, merely went to state that Mr. Cowan, from the immense business he has in Pennycook, was the person who ought chiefly to be consulted in regard to any change of the postal arrangements, 3899-3903.

The 8,000 letters a week mentioned by Mr. Cowan for Pennycook include letters for several other places in the neighbourhood, 3899—Impossibility of returning to the former postal system with regard to Pennycook, *ib.*—The reason for the apparent difficulty between the Post-office and the public is that there are so many to consult, *ib.*—Part taken by the local surveyor and by witness to consult Mr. Cowan with respect to the postal alterations at Pennycook, *ib.*—A public notice of all changes is exhibited in the windows of the post-offices affected by them, *ib.*

**Aberdeen.** Return of the hours at which the night mail trains running between London and Aberdeen arrived during the months of October, November, and December 1853, *App. p.* 445-447—Similar return as to the day mails, *ib.* 456-458.

Return of the hours at which the night mail trains running between London and Aberdeen left the station at Aberdeen during the months of October, November, and December 1853, *App. p.* 448-450—Similar return as to the day mails, *ib.* 459-461.

**Aberdeen Railway.** Examination as to the Aberdeen Company having refused to stop for the mails from the south at Forfar on account of irregularities in the arrivals there, *Hill* 1992, 2278-2295, 2301-2307—The Aberdeen Company gave a conditional assent to the Post-office proposal for mutual fines, *ib.* 2299, 2300—Reasons probably for the notice given by this company that they shall reduce the speed of the mail train, *ib.* 2308, 2309.

**ACCELERATION:**

1. *Special Instances of Acceleration of late Years.*
2. *Further Acceleration contemplated.*

1. *Special Instances of Acceleration of late Years:*

Acceleration of the night mail train to Derby to Edinburgh last year adverted to, *O'Brien* 14-16; *Sir G. Grey* 268—Irregularity of the night mail to Newcastle, &c. since the acceleration of the trains to the North in 1853, *Sir G. Grey* 300, 308—Advantage to Edinburgh in the acceleration of the mails from the South in 1853, *Right Hon. D. McLaren* 386-397—Derangement of the local or lateral posts at Edinburgh by the acceleration from London in August last, *Cowan* 418.

Extent of acceleration gained between Newcastle and London through the alteration in 1853, *Hill* 1354-1357—Considerable acceleration generally of late years in the conveyance of mails by railway, *ib.* 1937-1940.

Statement showing the effect of the acceleration of the up day mail from Aberdeen to London, which commenced on 1st of October 1851, *App. p.* 502—Effect of the acceleration of the down day mail from London to Aberdeen, which commenced on 1st March 1853, *ib.* 503—Effect of the acceleration of the up night mail from Aberdeen to London, which commenced on the 1st August 1853; showing also the further alteration contemplated, *ib.* 505—Effect of the acceleration of the down night mail from London to Aberdeen, which commenced on the 1st August 1853; showing also the further alteration contemplated, *ib.*

## Report, 1854—continued.

## ACCELERATION—continued.

1. *Special Instances of Acceleration of late Years*—continued.

Statement showing the effect of the acceleration of the up day mail from Edinburgh *via* Newcastle-on-Tyne to London, which commenced the 1st October 1853, *App. p. 502*—Effect of the acceleration of the down day mail from London *via* Newcastle-on-Tyne to Edinburgh, which commenced on the 1st April 1853, and was further altered on the 1st July 1853, *ib. 504*—Effect of the acceleration of the up night mail from Edinburgh *via* Newcastle-on-Tyne to London, which commenced on the 1st June 1853; showing also the further alteration contemplated, *ib.*—Effect of the acceleration of the down night mail from London *via* Newcastle-on-Tyne to Edinburgh, which commenced on the 1st June 1853; showing also the further alteration contemplated, *ib.*

2. *Further Acceleration contemplated:*

Feasibility of further acceleration and less irregularity on the route to Newcastle-on-Tyne, *Hill 1358, 1368, 1369*—Acceleration contemplated south of Newcastle, *ib. 1411-1413*—Arrangements contemplated for the acceleration generally of the mails to the North, *ib. 1446 et seq.*—Contemplated acceleration of the mails from London and the West of England to Tamworth, *Hill and Page 1448, 1453, 1458-1460*—Non-disturbance of any existing accommodation by the proposed acceleration to Tamworth, &c., *ib. 1458, 1468*.

High rate of speed to be obtained over the Midland line from Bristol to Tamworth explained, *Hill 1517-1519*—With respect to the proposed acceleration south of York, and to the present rate of speed required, such acceleration is quite compatible with punctuality, *ib. 1598-1600*—The acceleration south of York does not involve the employment of special mail trains, *ib. 1664, 1665*—Time in which this train will reach Edinburgh, as compared with the time by the Great Northern route, *ib. 1666-1669*—Difficulties in the way of increased acceleration generally, *ib. 1942*—By the next acceleration of the night mail to the north (referred to by Mr. Hill), the necessity of a separate night mail from Liverpool will be almost obviated, *Page 2757, 2758*.

Explanation of the acceleration to Newcastle and its neighbourhood, to be obtained by Mr. Hill's proposed arrangements, *via* the Midland route, *Huish 2972-2976*—Particulars as to the contemplated acceleration of the mail trains by the western route to Edinburgh, so as to arrive there in eleven hours and a half, *ib. 2837-2839*—Approval of Mr. Hill's proposed acceleration of mails to the north as the best and cheapest mode by which the service can be performed, *ib. 2926-2928*—The proposed acceleration to Edinburgh is from about thirty-three to rather more than thirty-seven miles an hour, *ib. 3115, 3116*—Feasibility of maintaining a greater speed than thirty-eight miles an hour from London to Edinburgh, *via* London and North Western line, *ib. 3122, 3123*.

Exceptions taken to the proposition with respect to the acceleration of the western mails to the Greenhill junction, *O'Brien 3391-3394*—Advantage to be obtained thereby by the London and North Western Company, *ib. 3391-3393*—Feasibility of a train by the eastern route to arrive at the Greenhill junction as soon as the western train, though the distance by the former route is twelve miles longer, *ib. 3394, 3395*.

Anxiety of the Postmaster-general for an acceleration of the Great Western mails, *Hill 4265*—Correspondence on the subject between the Post-office and the Great Western Company delivered in, *Hill 4265, and App. p. 559-568*.

Recommended acceleration of the London night mail to Newcastle-upon-Tyne, so that it may arrive at an hour not later than six A.M., *Rep. p. vii*.

See also Channel Mail Service.	Circular (Post Office).	Crews.	Dublin.
East Coast Route.	Eastern Counties Railway.	Fines.	Foreign and Colonial Mails.
Great Northern Railway.	Great Southern and Western Railway.		
Great Western Railway, 2.	Ireland.	Irish Mails.	Irregularities and Delays, 2.
Junctions.	Kerry.	Newcastle-on-Tyne, 1. 5.	North
Staffordshire Railway.	Northumberland.	Punctuality.	Separation of
Scotch and Irish Mails.	Size of Trains.	Slipping Apparatus.	Sorting.
Special Mail Trains.	Speed.	Stafford.	Travelling Post Offices.

*Accidents.* Liability of railway companies to damages at law for any accident to the post-office servants in their trains, *Huish 3039, 3040*.

*Afternoon Down Mail.* Contradiction of the statement that the express mail to Edinburgh, which left London at five P.M., was next to useless; since its withdrawal many applications have been made for its reinstatement; great expense thereof, *Page 2719-2722*.

*Agreements.* See *General Contracts.* *Voluntary Agreements.*

*Alliwell, Christian.* (Analysis of his Evidence.)—Is commercially connected with the town of Newcastle-upon-Tyne, 171, 172, 174—Reference to complaints by the Newcastle, Shields, and Gateshead Chamber of Commerce, of general irregularity and inefficient arrangements in regard to the mails, 173-182—The Chamber of Commerce unanimously request that the London mails be despatched by the Great Northern Railway, 175—

Correspondence



## Report, 1854—continued.

*Allison, Christian.* (Analysis of his Evidence)—continued.

Correspondence between the Chamber of Commerce and the Postmaster-general adverted to and read, 180, 181—This correspondence not having led to any prospect of redress, the Chamber of Commerce petitioned Parliament on the subject; hence the appointment of the present Committee, 181—District and towns which may be considered as joining in the complaints of the Newcastle, Shields, and Gateshead Chamber of Commerce, 182, 220.

Great delay in the postal communication between Newcastle and sundry places, 183 *et seq.*—Illustrations of the slowness of the communication between the ports in Norfolk, and Suffolk, and Newcastle, 183-192, 203—It takes three days between Newcastle and Yarmouth or Ipswich, 189—Slowness of the communication between Newcastle and Glasgow, 193, 194—Also between Newcastle and Aberdeen, 194, 195-203—Irregularity of the communication between Newcastle and Manchester, 195-197—Also between Newcastle and Liverpool, 195-197, 200—Sufficient cause thus shown for the complaints in question, 198, 199.

Impossibility of the north-east coast being efficiently accommodated unless the Great Northern route be adopted, 200, 234—Great importance of quick communication between Newcastle and all the ports along the eastern coast, on account of the immense shipping interest at the former place, 200, 201, 216—Suggestion that every large town which receives letters in the morning should have the power of despatching them in the evening, 202, 217—Increased expenditure of only 7,000*l.* a year, if the mails to Newcastle, &c. be sent by the Great Northern Railway, 204—This outlay would in time be surpassed by the consequent increase of receipts, *ib.*—Circumstance of witnesses having arrived at Newcastle from Dublin twenty-four hours before a letter which he had posted before leaving the latter place, 204-211.

Respects in which the postal arrangements between London and Newcastle have been better since July 1853; 212-215, 227-229—Improvement in the local deliveries of letters at Newcastle, 218, 219—Conclusion that the general inconvenience to Newcastle, &c. is solely owing to the defective post-office arrangements, 220, 221—Satisfaction to Newcastle if the delivery from London be completed by nine A.M., 222-224—Great delay occasionally adverted to, 225, 226—Main importance to Newcastle of the London and east coast letters, which form at least seven-eighths of the whole correspondence, 230-235.

*Allport, James.* (Analysis of his Evidence.)—Manager of the Midland Railway, 3308—Reference to complaints of considerable delay in forwarding the mails from Tomworth, 3309-3312—The mail train on the Midland line from Rugby is now run very fast, and is not proposed to be accelerated, 3313-3315—Great number of times in which the mail trains on the Midland line have made up for delays which have occurred on other lines, 3316, 3330-3333—Superiority of the gradients and curves on the Midland line to those on the Great Northern, 3317, 3334—The Great Northern receipts per mile for traffic are much higher than those of the Midland Company, 3318—It is about twenty-eight miles nearer to York by the Great Northern than by the Midland line, 3319—The night traffic is not at all great on the Midland line, 3320, 3321.

The Midland Company carry the mails over their whole line for a lump sum of 23,000*l.* a year, 3322-3325—Speed of the up and down mail trains from Rugby to Nottingham, 3327-3329—List of junctions on the Great Northern and Midland lines, 3335-3338—Great number of special trains run for the Post-office on the Midland line, though the company have received nothing specially for them, 3339-3342, 3349-3350—Great delay of the mail trains during October, November, and December, from various causes, 3343-3345—There is no difficulty in running the night mails on the Midland line, 3346, 3347—Fidelity of the electric telegraph during the night, 3348—Number of miles run by the Midland company, and mileage expense in each half year of 1853; 3350-3353.

*Alnwick District.* Great inconvenience to witness (as residing in this district) of the slowness of the postal communication with London, *Sir G. Grey* 242, 243—Inconvenience of the Alnwick post-office to the district east of the railway, *ib.* 270.

*Alteration of Service.* Propriety of a provision that a slight alteration of the service on any railway should not affect the award, *Huish* 3058-3060—If an award has been affected by a partial alteration of the service, it should be referred back to the person who made the award, to say how much in his opinion should be added or deducted in respect of the altered service, *C. A. Saunders* 3077—Instance of a very trifling alteration in the service on the Great Western Railway having been made the pretence for breaking up the whole award, *ib.* 3085-3088.

There has never been an instance of the Post-office altering the service for the sake of opening an award, *Hill* 4252—Great advantage if some definite principles were laid down, by which the Postmaster-general could at any time calculate the cost of any proposed alteration, instead of leaving it open to uncertainty in an arbitration, *Fleasant Canning* 4367-4370.

See also Awards. Great Western Railway, 1. North Union Railway.

## Report, 1854—continued.

America. In America a new system of conveyance of mails is being adopted by means of a great tube from one large town to another, *Magie* 950, 951.

*Apparatus at Stations.* See *Shipping Apparatus*.

## ARBITRATION :

1. *Principles observed in Arbitrating.*
2. *Fairness of the System.*
3. *Objections on the score of Delay and Uncertainty.*

1. *Principles observed in Arbitrating :*

Witness has acted for seven companies in arbitrating, *Huish* 3097—Principles upon which witness has acted as arbitrator; *ib.* 3098—Grounds upon which the Post-office arbitrator has acted; modification of late in the fallacious principle that only the bare cost of the service performed should be awarded, *ib.* 3095-3097—Description of the process in practice, *ib.* 3098—Sundry elements to be considered, and general principles to be observed, in conducting arbitrations, *ib.* 3099 *et seq.*—Great advantage of the Post-office over the railway companies in having one person to arbitrate for them on all occasions, *C. A. Saunders* 3299, 3300.

Witness has acted as arbitrator between the Post-office and railway companies on several occasions, *Harness* 3904; *Williams* 3975—Principle upon which witness has usually conducted arbitrations on behalf of the Post-office, *Harness* 3906 *et seq.* 3968-3973; *Williams* 3975-3977—Reference to the first arbitration before the Railway Mails Act was passed between witness and Mr. Robert Stephenson, engineer of the London and Birmingham Railway, *Harness* 3906, 3907, 3970—Chief cause of difference in the arbitrations between the Post-office and railway companies, *ib.* 3909-3932—Particulars as to the course pursued at an arbitration in hearing evidence, &c., *ib.* 3933-3938.

Evidence generally relative to the subject of arbitrations between the Post-office and railway companies, *Viscount Canning* 4362-4390, 4397-4415—Statistics of the number of arbitrations from 1845 to 1853, *ib.* 4362.

Reference by the Committee to the system now observed in settling the remuneration for conveyance, *Rep.* p. xiii—Difference of opinion existing as to the principles to be observed in calculating arbitration, *ib.* xiv—Elements to be considered in fixing the compensation, *ib.*

2. *Fairness of the System :*

Belief that the system of arbitration is a fair one, *Huish* 3038; *Zwischenbart* 3716-3720; *Williams* 4029—As a rule, there has not been any great variety in the amounts awarded for similar service, nor in the principles of conducting the award, *Huish* 3039, 3041—There has been no necessity for delay in the arbitrations in which witness has been engaged, *ib.* 3051.

Witness does not object to the principle of arbitration, *C. A. Saunders* 3219—Witness would have great confidence in a decision come to under the present system of arbitration, *Beetham* 3897-3899—Belief that if the umpire took the figures put before him by the Post-office arbitrator, the railway company would never be either short paid, or losers by carrying the mails; case in point, *Harness* 3927, 3928—Arbitration must always be fair, provided it is in fair hands, *ib.* 3939.

3. *Objections on the score of Delay and Uncertainty :*

Considerable fluctuation and uncertainty as to the rate of payment by arbitration; probable explanation, *Hill* 1779, 1950-1959, 2000 *et seq.*—Inconvenience of the uncertainty of the payment, *ib.* 1942—Expediency of getting rid of the uncertainty and delay now attendant upon the arbitration system, *ib.* 1943, 1954-1971, 2000 *et seq.*—Frequent delays in arbitration, and particular instances adverted to as justifying an alteration of the present system, *Hill and Page* 2020, 2021, 2027-2037—An award not delayed is an exception to the rule, *Page* 2028-2030.

There is a great discrepancy between the estimates of the Post-office arbitrators and of the railway arbitrator, *Williams* 3985-3987—Great want of uniformity in the decisions which have been come to; remarks generally thereon, *Viscount Canning* 4372, 4373, 4381 *et seq.*—The present system of arbitration has not worked satisfactorily either to the Government, the Post-office, or the public, *ib.* 4383-4385—Witness's objections are solely objections to the principle of arbitration as carrying with it a great semblance of fairness and of satisfactory arrangement, but not proving to be so in fact, *ib.* 4415.

Resumé of the objections on the score of delay and uncertainty made to the present system, *Rep.* p. xiii, xiv.

See also *Alteration of Service.* *Arrears.* *Awards.* *Bristol and Exeter Railway.* *Carriage Accommodation.* *Disputes.* *Edinburgh, Perth and Dundee Railway.* *Expenses.* *Great Western Railway.* 2. *Locomotive Power.* *North British Railway.* *Parcels.* 3, 4. *Passenger Traffic.* *South Wales Railway.* *Special Mail Trains.* *Tolls.* *Unpaid.* *York, Newcastle, and Berwick Railway.* 3.

Area

*Area of Delivery.* Provision in the Act of Parliament with respect to the delivery of letters beyond a certain limit from the Post-office, *Page and Hill* 1743-1748. 1759, 1761—Extension under the penny passage of the area of delivery, *Hill* 1846.

*Awards.* Pending the choice of the umpire, and his decision, the mails are conveyed without refusal at a rate of payment to be settled afterwards, however small it may be, *C. A. Saunders* 3250-3252—Either an interim payment, or interest, should be paid while a new award is being made, *ib.* 3289-3296—Complaint that the Post-office will never pay on account; under this system it pays them to keep the award open, *Badham* 3541-3545—The Post-office should be obliged to pay interest on any amount unpaid, *F. G. Saunders* 3624—Hardship on railways in being kept out of their money for years while an arbitration is going on, *Williams* 4040.

See also *Great Western Railway*, 1.

*Australian Mails.* Explanation relative to the new arrangements with regard to the Australian mails, *Viccent Canning* 4442 et seq.—There will be a gain to the revenue of one penny upon every letter earned to Australia under the new arrangement, *ib.* 4449-4452.—See also *Bristol*, 1. 3. *Foreign and Colonial Mails.* *Newspapers.*

*Average Irregularity.* Reference to Captain O'Brien's tables (*Ex. p. 2, 3*), showing a small degree of average irregularity over the York, Newcastle, and Berwick line, *Hill* 1264-1270—A low degree of average irregularity is quite consistent with a high degree of irregularity in the train of each day, *ib.* 1264-1270. 1276-1278. 1319-1324.

Fallacy of Mr. Hill's statement that a low degree of average irregularity is quite consistent with a very high degree of irregularity in the train of each day, *O'Brien* 3365-3367. 3369-3373—Propriety of taking the average lateness as a test of the punctuality or irregularity of any line, *ib.* 3368. 3373-3375.

Explanation of witness's former statement (adverted to by Captain O'Brien) as to a high degree of irregularity being co-existent with a small average loss of time, *Hill* 4273. 4274. 4276—Fallacy of relying on averages in ascertaining the absolute amount of irregularity, *ib.* 4275.

See also *Irregularities and Delays.*

*Awards.* Circumstances under which a new award may take place, *Hill* 2000-2002. 2006. 2038-2046—Power of the Postmaster-general, but not of the railway companies, immediately to get rid of an award, *ib.* 2000-2002. 2038-2041. 2044-2046—How far the Post-office have been anxious to set awards aside; inconvenience to the companies if awards be delayed, *ib.* 2013-2019.

Advantage of the Post-office over the companies in their power to open an award at any time, *Huish* 3042-3044. 3058—Extent to which the Post-office may have availed themselves of their powers for opening awards, *ib.* 3044. 3052—Power of the Postmaster-general to break up an award as soon as it is made; injustice of this power, *C. A. Saunders* 3224-3226. 3236-3246. 3274-3276—Undue advantage of the Post-office over railway companies in their power of unsettling an award, *Badham* 3509-3519; *F. G. Saunders* 3625-3628.

The Post-office has not, on any occasion but one, upset the decision of the umpires, *Harness* 3371—There is no power given to enlarge the time for making an award, *ib.* 3392—At the end of three years a railway company may open an award, but the Postmaster-general has no such power without an alteration of the service, *Hill* 4257, 4258—Witness has never implied that the Post-office took undue advantage of their power to open awards, *Huish* 4308.

The mode of obtaining awards in cases of dispute between the Post-office and the railway companies has not been attended in all cases with satisfactory results, *Rep. p. xlii.*

See also *Alteration of Service.* *Arbitration.* *Arrears.* *Bristol and Exeter Railway.* *Buller, Sir John Yarde.* *Great Western Railway*, 1. *North British Railway.* *North Union Railway.* *Parcels*, 3. 4. *South Devon Railway.* *Stuart, Lord James.* *Umpires.* *York, Newcastle, and Berwick Railway*, 2.

## B.

*Badham, James Billings, and James Cresswell Wall.* (Analysis of their Evidence.)—(Mr. Badham.) General Superintendent and Secretary of the Bristol and Exeter Railway Company, 3401—Copy of a letter from witness to Colonel Mahony in answer to one complaining of the irregularity of the arrival of the mail train at Exeter, during the months of October, November, and December last, 3402. 3486—Rate of speed of, and time allowed for, the down night mail between Bristol and Exeter; particulars otherwise relative to this train, 3403-3409. 3423—The stoppage allowed at Bristol is too short for the Post-office service alone, 3410, 3411.

## Report, 1854—continued.

*Badham, James Billings, and James Cresswell Wall.* (Analysis of their Evidence.)—continued.

(*Mr. Wall.*) Is superintendent of the traffic on the Bristol and Exeter line, 3412.—On the arrival of the up night mail train at Bristol the mail carriage has to be taken off, and another put on to the train starting for Paddington; this occupies twenty minutes, and frequently happens with the down mail also, 3412-3418. 3436, 3437.—The speed of the night mail could not be accelerated, 3419-3421. 3430, 3431.—(*Mr. Badham.*) The gradients and curves are not more unfavourable than on other lines, 3422.

(*Mr. Badham and Mr. Wall.*) Number and names of those junctions that affect the night, and those that affect the day mail, 3424-3426.—Apparatus for the delivery of the mail bags, without stopping, could not with safety be adopted, 3427.—The company are seldom kept waiting for the Post-office bags, 3428, 3429.—If the night mail took no passengers, and the mail carriages were not changed, the business at Bristol might be done in ten minutes, 3432.—(*Mr. Badham.*) Notice under which the company carry night mails, 3438, 3439.—(*Mr. Badham and Mr. Wall.*) It would be a great convenience if the Post-office carriage were to go along the whole line without changing, 3440-3444.—(*Mr. Wall.*) In October, and for a fortnight before Christmas, the traffic is very heavy, 3445-3447.—(*Mr. Badham.*) The three months selected by the Post-office do not present a fair average of the delay at Bristol, 3448.

(*Mr. Wall.*) Evidence relative to the station at Exeter; great delay caused in changing the Post-office carriage, 3449-3454.—(*Mr. Badham and Mr. Wall.*) The time lost at Bristol and Exeter is sometimes made up, 3455-3462.—The Bristol and Exeter Company work the South Devon line, 3463-3465.—(*Mr. Badham.*) The parcel traffic on all railways is greatly lessened by the Post-office taking parcels so cheaply, 3466-3468. 3475-3477.—(*Mr. Wall.*) In the principal towns on the Bristol and Exeter line the booksellers get their parcels and the drapers their samples through the Post-office, 3469-3474.—Railway companies suffer very much from the recent legal decision that carriers can pack several small parcels so as to make one large one, 3470.—Possibility of railway companies organising a system by which parcels could be delivered by them as quickly and punctually as they now are by the Post-office, 3478-3485.

(*Mr. Badham.*) Inadequate amount of remuneration paid to the Bristol and Exeter Company by the Post-office under the last award, 3487-3490.—Particulars relative to the afternoon mail for Exeter, about the payment for which there is at present a discussion with the Post-office, 3490-3496. 3501-3504.—(*Mr. Wall.*) Average weight of the mail bags carried from Bristol to Exeter by the afternoon train, 3497-3500.

(*Mr. Badham.*) Particulars of the several awards by which the Bristol and Exeter Company have been governed, 3505, 3506.—Great advantage possessed by the Post-office over railway companies in being able at any time to demand a new arbitrator; both parties should be placed on the same footing, 3509-3514. 3516-3519.—The Bristol and Exeter Railway Company have carried mails for about eight years, 3515.—Further reference to the awards as made to the Bristol and Exeter Company by Sir William Molesworth and Lord James Stuart, 3520-3540. 3546, 3547.—Complaint that the Post-office will never pay on account; under this system it answers their purpose to keep the award open, 3541-3545.—It would be a considerable additional expense to send the mails by a special train; witness could furnish the Committee with an estimate of the cost, 3549-3551. 3557-3559.

(*Mr. Badham and Mr. Wall.*) The night mail trains are a great expense to the Bristol and Exeter Company from various causes, 3552-3556.—(*Mr. Badham.*) Length of time during which the last arbitration was open, 3560.—Very great number of items to be considered in forming an estimate of the expense of a single train, 3561-3575.—The Bristol and Exeter Company do not consider a special train at all a profitable business, 3576-3578.

*Bags.* The mail bags form nine per cent. of the weight of the evening mails from London, *Hill* 2131. 4155-4158.—There are on an average 1,085 bags nightly, *Hill's Ev. p.* 394.

*Bell, John, M.R.* (Analysis of his Evidence.)—Evidence relative to the day mail which leaves Kingstown at seven in the afternoon, and is due in London at eleven in the forenoon of the next day, 3835.—The irregularities of this mail chiefly arise between Bagby and London, *ib.*—A strict explanation should invariably be required in each case of irregularity; beneficial effects that would result from this system if carried out properly, 3836-3840.—Great delay experienced by witness in coming from Atherstone in Warwickshire to London; advantage of an inquiry in this case, 3836. 3838, 3839.—Advantage of a system of penalties in connexion with one of constant inquiry into delays, 3836 3839.—Belief that it is contrary to the arrangements with the Post-office for a mail train to delay to take in a private carriage, 3839, 3840.—Inconvenience to Irish members in not being able to calculate upon the arrival of the mail train in London, 3841.

*Bendon.*

**Bandon.** Great grievance in the Bandon letters not being conveyed by the Cork and Bandon Railway, *Viscount Bernard* 3649 *et seq.*—Unnecessary length of time taken to receive an answer in London, &c. to a letter sent to Bandon, *ib.* 3649-3655—Copy of memorial from the town of Bandon and its vicinity, *Viscount Bernard's Eu.* p. 338, 339.

Misconception on the part of the inhabitants of Bandon as to the time taken to obtain a reply in London to a letter addressed to Bandon; it is only three days and a half, *Page* 4127-4130—Expense of using the Cork and Bandon Railway objected to, *ib.*

See also *Cork and Bandon Railway*.

**Banning, Charles B.** (Analysis of his Evidence.)—Has been postmaster of Liverpool for several years, 985, 986—Frequent complaints made by the merchants of Liverpool of not having a special mail communication between Liverpool and Scotland, 987—Remarks generally upon the direct mail which formerly left Liverpool for Scotland in the evening now discontinued; causes for the same, 993-1006—The train that leaves Liverpool for the north and stops at Lancaster is not a mail, but a passenger train, 1007-1010—Evidence relative to the frequent complaints of the delivery of letters for the district round Derby; extract from letter of the postmaster there, explaining the cause of delay, read, 1011-1025—Great importance of the Continental and East India correspondence which passes through France, 1027-1030—The inland letters are very few as compared with the foreign letters which come by the day mail from London to Liverpool, 1031-1033.

Great increase in the weight of the mail bags since the sanction of the Treasury to carry parcels, 1034-1038—Larger proportion of letters for Ireland by the American mail than for Scotland, 1042-1043—Equal facility of letters being sorted on board ship as of luggage coming from the Continent being examined, 1047-1050—The post-office establishment at Liverpool frequently requires increasing; great difficulty in obtaining clerks, in consequence of the great emigration, and the mercantile body paying better than formerly, 1054-1060—Comparative rate of wages and hours of labour of the letter carriers and dock labourers of Liverpool, 1061 *et seq.*—Great responsibility in the duties of the letter carriers, 1073-1075—Dissatisfaction amongst them at the present rate of wages, 1076-1078—The average time of employment of the clerks is from nine to ten hours daily, 1082.

**Beal (Northumberland).** Importance of a post-office at the Beal station between Newcastle and Berwick, *Sir G. Grey* 249, 250, 271-273.

**Belfast.** Satisfactory nature of the post-office arrangements with Belfast and the North of Ireland; particulars as to the same, *Fliddowne* 4053-4055, 4063-4075.

**Bernard, Viscount, M.P.** (Analysis of his Evidence.)—Great grievance to the western part of the county of Cork and to the town of Bandon that their mails are not carried by the Cork and Bandon Railway, 3649 *et seq.*—If the letters were conveyed by this railway a great deal of time would be saved, 3649, 3652-3655—Representations have repeatedly been made to the Post-office, but without effect, 3650—The Cork and Bandon Company and the Post-office have not been able to agree as to the amount of remuneration to the former, 3651.

Besides the inconvenience to the town of Bandon there is a very large district beyond which suffers still greater inconvenience, 3656—Copy of a memorial sent to Lord Hardwicke by the inhabitants of Bandon on the subject of the bad postal communication, 3657—Slowness of the mail train on the Great Southern and Western railway adverted to, 3657-3660—It would be a great benefit to the whole of the south and west of Ireland if the mail trains on that line were accelerated, 3663.

**Berwick.** Return of the hours at which the night mail trains running between London and Edinburgh *via* Derby arrived at Berwick during the months of October, November, and December 1853, *App.* p. 453-455—Similar return as to the day mails, *ib.* 454-455.

**Blandford, Marquis of.** See *York, Newcastle, and Berwick Railway*, 3.

**Bokenham, William.** (Analysis of his Evidence.)—Superintending president of the inland and foreign department at the General Post-office, 2501—A large staff would be required at Southampton to prevent foreign letters for Liverpool being sent to London to be sorted, and then forwarded to Liverpool for delivery; inadvisability of such staff on account of the enormous expense, 2502-2507, 2550-2553—Uncertainty of the arrivals of the foreign mails as shown on the 2d July last at the London office, when there were 688,000 letters to be sorted, and 600 persons employed, 2507—Average number of letters brought by each mail to Southampton, and number of mails per month, 2508, 2509—Regulations at the post-office at Southampton with regard to forwarding colonial mails to the interior, 2510—Average of the arrival of the mails in London during the past year, by which the peninsular letters for Liverpool could have been only delayed three times, and the West India mails twice, 2511-2514.

Remarks generally upon the subject of letters being sorted on board ship; objection on the part of the public thereto, because of the risk of information being given, 2516-411-1.

## Report, 1854—continued.

*Bokenham, William.* (Analysis of his Evidence)—continued.

2519. 2559-2564. 2587-2593. 2606-2609—Great expense of sorting on board, Cunard having required by his line 20,000 l. per annum for a space four yards by three, 2518—The latest hour of the arrival of a letter from Southampton which would be despatched to Liverpool is four o'clock, 2520-2527. 2571-2573—At Liverpool the foreign letters are sorted before they leave there, 2528, 2529.

The French mail is sent to London immediately on its arrival at Dover, the Dover portion having been already sorted in France, 2530-2532—The overland mail is landed at Dover and forwarded to London unopened; difficulty of its being treated otherwise, 2533-2536—The only mails landed at Plymouth now are the African mails; contradiction of the statement (Q. 1163) that the Australian and other letters landed at Plymouth are always sent to London, 2538-2543—Penalties attached to bringing letters by any other means than the Post-office; witness has no recollection of the enforcement of such penalties, 2544-2546.

Great expense of a direct postal communication between Southampton and Liverpool, 2547—In the event of letters being directed from the West Indies to Liverpool "direct," or to other large towns, a bag would be required from each island to each of such towns, 2548-2552—The number of letters missorted in the American mail amount on the average to two or three thousand, 2553-2555—Everything is done that can be done towards accelerating the Irish mails, 2557-2570—Remarks generally relative to the adoption of a direct communication from Dover to Liverpool and Manchester; opinion that it would be too expensive, 2574-2586.

Great benefit to the commercial public if all the mails landed at Dover were sorted there, and thus enabled to go on direct; this would entail great expense, 2594-2605—Average number of letters that come by the overland mail via Marseilles and Southampton, 2610, 2611—In the event of a staff at Dover being employed, it would practically relieve the London office but very little, as there must always be a large force kept there to meet the ordinary island business, 2614-2623—The mails from Southampton have arrived, on eight occasions in the course of the year, too late for departure by the evening mail to the north, 2624-2627—On forty-six occasions, in the course of the year, the London merchants had the advantage of the Liverpool by one day, and on twenty-nine they were delivered simultaneously at both places, 2628-2635.

Evidence generally relative to the proposed mail from Dover direct to the North; to meet this mail, separate branch communications to all the different towns would be required, as well as additional staffs to receive and distribute the letters 2636-2654. 2675-2687—The overland mails could not be sorted at all in France, they being merely passed through that country, 2655-2664—Great amount of correspondence with Liverpool, both from India and the continent, 2665—Great risk of errors if special boxes were made up in Bombay and the colonies for the principal towns in England and Scotland; small saving of time by this means, 2669-2674—An examination, to a certain extent, of the overland mails might take place, if the English Post-office were allowed to have their own clerks in a French travelling post-office, on the journey from Marseilles to Dover, 2688-2690.

Statistics of the number of parcels paying letter postage, which passed through the Post-office on a given day, 2703-2708—Supposition that the limitation in weight of unpaid letters and parcels to four ounces is done to prevent annoyance, filthy things having been sometimes formerly sent in unpaid letters, 2706-2708—With respect to newspapers, witness suggested, some years since, that a halfpenny should be charged on those posted between six and seven o'clock p.m., and a penny for those posted after seven, 2709—Receiving newspapers up to six o'clock greatly interferes with punctuality in despatching the mails, 2710-2712—Witness would be glad to see newspapers removed from the Post-office altogether, 2713, 2714—Great reduction in the number of the staff required at the Post-office, if no newspapers passed through there, 2715-2717—The present staff in witness's department is from 900 to 1,000 altogether, 2718.

*Bolton Percy.* See *Circuitous Routes.* *Thorpe Arch.* *Weatherly.*

**BOOK PARCELS:**

1. *Weight and Number conveyed by the Post-office.*
2. *Advantage of Conveyance by Post; Effect thereof on Railway Companies.*

1. *Weight and Number conveyed by the Post-office:*

Book parcels do not add much to the weight of the mails, *Hill* 1347. 1350, 1351—Books, and everything carried at the rate of 6d. a pound, form two per cent. of the weight of the evening mails from London, *ib.* 2131. 4155-4158—There are 865 book packets nightly, *Hill's* *Ev.* p. 394—Return, and explanation thereon, showing the daily number and postage charged thereon, of island book packets distributed through the London office in April 1854, *Hill* 2136-2140. 2211—The total number of packets was 24,703, and the total receipts 682 l. 5 s., *ib.* 2139, 2140.

Estimated

*BOOK PARCELS—continued.*1. *Weight and Number conveyed by the Post-office—continued.*

Estimated income of 16,374 l. derived yearly from book parcels throughout the kingdom, *Hill* 2142, 2143, 2211-2224.—Proportion of the receipts from books to the expenditure on mail conveyance, *ib.* 2144, 2145.—Few book parcels are sent by the railways, *ib.* 2144, 2146.—Direction of the book traffic through the Post-office, *ib.* 2147.

Books for the colonies or Parliamentary papers are not included among the book postage, *Hill* 2150-2153, 2226, 2227.—Book parcels must be open at one end, else they are sent as letters, *ib.* 2203, 2204, 2207.—Definition, by the Post-office, of the term "book," *ib.* 2206.—Witness would not object to the limitation of book parcels to a weight of three or four pounds, *Knight* 3874.—The average weight of a book packet is nearly twelve ounces and a half, *Hill* 4158.—The public have omitted themselves to some extent of the book post to New South Wales and the North American colonies, *Vicomte Casimir* 4455.

2. *Advantage of Conveyance by Post; Effect thereof on Railway Companies:*

Definition of the advantages of the Post-office system over the railways, &c. for the conveyance of books and parcels throughout the kingdom, *Hill* 2154-2156, 2187-2194.—Slight expense incurred by the Post-office in the delivery of book parcels, *ib.* 2157, 2158.—Advantage rather than loss to the railways in the conveyance of books by post; authority of the bookselling trade on this point, *ib.* 2160-2162.—The London and North-western Company have not suffered so much from the loss of book-parcels as of the general parcel traffic, *Hill* 2854, 2855.

Great advantage to publishers and the public to be able to send parcels by post, *Knight* 3844 *et seq.*—Witness still sends large parcels by rail, *ib.* 3846-3848.—Facilities offered by the post to retail and to second-hand booksellers, *ib.* 3855-3857.—Practice of the London book trade in regard to making up and distributing their parcels, *ib.* 3867, 3868.

Booksellers are in the habit of sending parcels to the country, which would not go at all if there were no book-post, *Knight* 3868-3871.—Belief that the book-post has not much influence on the general supply and diffusion of books, but affords valuable means to individuals to obtain works without delay, *ib.* 3872-3874.—Evidence as to the advantage of the book-post, when a parcel is wanted in a hurry, *ib.* 3888-3891.—Belief that the book-post has not transferred a large proportion of the railway traffic to the Post-office, *ib.* 3892-3895.

Conveyance of book-parcels, &c. by the Post-office adverted to and considered by the Committee, *Rep. p. xiv, xv.*

See also *Official Publications. Parcels.*

*Boothman, Thomas.* (Analysis of his Evidence.)—Secretary to the Chamber of Commerce at Manchester, 3732, 3733.—Agrees with Mr. Zwitchebart in his principal objections to the present mode of postal communication with the Continent, 3734, 3735, 3748.—Reference to memorials on the subject sent to the Post-office by the Chamber of Commerce at Manchester, 3736, 3737.—Suggestion that all letters should not be centralised in London, but should be sent forward by direct railways when it is possible to do so, 3738 *et seq.* 3767-3775.—Present identity to Manchester of the electric telegraph, 3740, 3741.—The amount of postage paid by Liverpool and Manchester is not a fair criterion for the Post-office to take, 3743.—Manchester, at present, has no great reason to complain of its communication with the north, 3745.

Great advantage to Manchester if the mail could be made to arrive as early as possible before the Exchange is over, 3746, 3747.—Suggestion that letters should be sorted on shipboard during the voyage to this country, 3748, 3749, 3760, 3761.—Although the route *via* Dover, Reigate, Reading, and Oxford to Manchester, be longer than the route through London, it would not cause anything like the delay occasioned by the latter route, 3750-3759.—The Post-office ought to provide special trains if the packets do not arrive punctually, 3760.

Copy of the memorial addressed by the directors of the Chamber of Commerce and manufacturers of Manchester to the Postmaster-general, on the 9th December 1852, in reference to the morning mail from the south, 3776.—Suggestions by the Chamber of Commerce that a bag should be made up for Manchester by the train which leaves London at six o'clock in the morning, 3777-3793.—It would be of great use if letters could be delivered at Manchester by two P.M., 3794, 3795, 3802, 3803.—Course of the mail from Paris to Manchester, 3796-3801.—Circuitous route from Paris to London, 3804-3809.

Constitution of the Chamber of Commerce at Manchester; towns in which there are Chambers of Commerce, 3810-3822.—The Presidents of the Chambers of Commerce at Manchester and Liverpool would gladly offer their services as umpires between the Post-office and railway companies, 3824, 3825.—Witness would have great confidence in a decision come to under the present system of arbitration, 3827-3830.

## Report, 1854—continued.

*Boots.* Inconvenience inflicted on this town by the down mails being first sent on to York, and thence returned by mail cart, *Milner* 812-814.—Remedy in contemplation, *Page* 2754-2756.

*Bouch, Thomas.* (Analysis of his Evidence).—President of the Chamber of Commerce at Liverpool, 853.—Evidence generally relative to the service of the Scotch mails in Liverpool, 854-866.—Great inconvenience felt at Liverpool in a person being obliged to write his letters for Scotland in the middle of the day, in order to be delivered there in the morning, 857.—There is a mail to Scotland from Liverpool at half-past nine in the evening, which remains at Lancaster for four hours and a half, 857-860.—Complaints have been made with regard to the conveyance of the midnight mail (generally a large and valuable one) from Liverpool to Warrington totally unsorted, 863, 864. 921-924.—Immense daily monetary intercourse between Liverpool and Scotland, 865.—The postal communications with Glasgow from Liverpool are of such a nature that they virtually cause the loss of an entire day as regards the manufacturers, 866.

Evidence in detail with reference to the delivery, at Liverpool, of the letters brought to Southampton by the Transatlantic and West Indian steamers, 867 *et seq.*—Circumstances of the West Indian mails having arrived at Southampton three times in the course of this year, in time for the London mail on Friday evening, whilst the letters for Liverpool did not arrive till Saturday evening, thus virtually giving the London merchants a first-night's advantage over those at Liverpool, as the outward mail left Southampton on Monday morning; proposal for remedying this evil, 867 *et seq.* 888-895.—If the letters were sorted at Southampton, and the bags for the North and Liverpool sent off in the evening, in lieu of being first sent to London and there sorted, this evil would in a great measure be remedied, 895 *et seq.*—Proposal that the letters be sorted on the voyage home, as they are on the railways, 879-884.

Table delivered in showing the relative distances from Liverpool and Southampton to various large towns in the kingdom, thereby proving, with one exception, that if all the letters by sea were brought to Liverpool, they would be delivered all over the kingdom much sooner than at present, 884. 936 *et seq.*—The importance of letters from the East and West Indies, &c., fully justifies the people of Liverpool in expecting a direct conveyance to the North, 887.—With respect to the North American mails, they being landed at Liverpool, Liverpool has the advantage over London, 896.—These letters are sorted in Liverpool, 897, 898.—The letters for the Liverpool merchants by the West India mails should be delivered in the morning, the same as in London, 899, *et seq.*—The same objection applies to the Overland Mail landed at Dover as to the West India mails, as regards being delivered too late in the afternoon for business, 908-911.

Great advantage if the Continental and Indian letters were forwarded from Dover to Reading, and thence to Liverpool, instead of being first sent to London, 912-920. 936, 937.—Inconvenience of the mails arriving in the middle of the day, as tending to distract attention from general business, 913. 920.—A memorial from the Chamber of Commerce was sent to the Postmaster-General with respect to the inconvenience of not having an evening mail to Scotland from Liverpool, 925-927.—Liverpool is not so deeply interested in the West India mails as London, 933. 935.—The Midland Counties are equally affected by it as Liverpool, *ib.*—The best mode of communicating with the foreign West India Islands is through the United States; advantage of Liverpool over London by this mode of conveyance, in being nearer the Atlantic, 934.—Great saving of time would be effected if a port on the western coast of Ireland were adopted, 939-941.—Inutility of the present West India mail service, letters being received from the foreign West India Islands through America ten days sooner than by these mails, 941.

The electric telegraph has interfered very largely with the postal communication, on account of messages being conveyed at so cheap a rate, and so rapidly; remarks generally thereon, 942 *et seq.*—The information by the electric telegraph is given in such general terms that persons run great risk in acting upon it, 946-948.—The electric telegraph is not a substitute for the general purposes of foreign mercantile correspondence and information, 950.—Case relative to the shipping of bullion, in illustration of the great tardiness to the Liverpool merchants of the present system of transmission of mails from Southampton, 953.

*Brailsford.* Delivery of letters at Brailsford explained, *Page* 2764.

*Branch Mail Coaches.* Manner in which branch mail coaches would be affected by the running of exclusively mail trains, *Clarke* 2366. 2453. 2457, 2458. 2463, 2464.

## BRISTOL:

1. Complaint of irregular and defective Postal Communication.
2. Stoppages at the Bristol Station.
3. Explanation given by the Post-office.

## 1. Complaint of irregular and defective Postal Communication:

General complaint at Bristol that letters from the North, which should arrive at six o'clock A.M., frequently do not arrive till three P.M., on account of the non-arrival in due



## Report, 1854—continued.

## BRISTOL—continued.

1. *Complaint of irregular and defective Postal Communication—continued.*

due time of the London and North-Western train at Tamworth; public memorials have been sent to the Postmaster-General on the subject, *Jack* 1084-1091. 1096-1098. 1140-1142. 1157, and *App.* p. 508, 509—Suggestion that the day mail from Bristol should leave at ten instead of thirty-five minutes past eight in the morning, *Jack* 1100-1114—Complaint that the Postmaster-General does not exercise the power he possesses of ordering such mail service as would suit the Bristol district, *ib.* 1144 *et seq.*

Great inconvenience in the Australian and other mails landed at Plymouth, being first sent to London and then back to Bristol again, *Jack* 1157-1163—Bristol is the best port of arrival and departure for the West India Mail Packets, as evidenced by the report of the House of Commons on West India Mails, dated 15 June 1841; *ib.* 1182—Witness has no reason to complain of any great irregularity on the part of the lines joining the Great Western at Bristol, *C. A. Saunders* 3138.

Reference to a return showing the lateness of the night mail trains arriving at Bristol during the months of October, November, and December 1853; *Rep.* p. x—Causes of the irregularity adverted to, *Rep.* p. xi.

2. *Stoppages at the Bristol Station:*

The Post-office here never allowed sufficient time for the business necessary to be done by the mail trains in the Bristol station, *C. A. Saunders* 3301-3307—The stoppage allowed at Bristol is too short for the Post-office service alone, *Badham* 3410, 3411—On the arrival of the up mail train at Bristol the mail carriage has to be taken off and another put on to the train starting for Paddington; this occupies twenty minutes, and frequently happens with the down mail also, *Wall* 3413-3418. 3436, 3437—If the night mail took no passengers, and the mail carriages were not changed, the business at Bristol might be done in ten minutes, *Badham* and *Wall* 3432.

Suggestion for the prevention of delay at Bristol, *Rep.* p. xi.

3. *Explanations given by the Post-office:*

Statement in explanation of the reported delay at Bristol of the mails from the North on account of irregularities at Tamworth, *Hill* 1792-1800—Regularity since January last of the Midland mail via Tamworth to Bristol, *ib.* 1793. 1794. 1798—Deputation on the subject to Viscount Canning adverted to, *ib.* 1795, 1798—The Australian and other mails for Bristol, &c., landed at Plymouth are not always sent to London, *Page* 2543—Reference to Appendix, No. 6, relative to suggestions as to the arrival and departure of mails at Bristol, and as to the internal arrangements at the Bristol post-office; answers to these suggestions handed in and read, *Page* 2768, and *Ex.* p. 248—Non-concurrence in the statement as to the mail from Tamworth and the North frequently not arriving at Bristol till the evening instead of the morning, *Page* 2767-2770.

No application has been made to the Post-office for a different arrangement as to stoppages at Bristol and Exeter, *Hill* 4284—The long time taken in these stoppages is not the fault of the Post-office, *ib.* 4284, 4285.

See also *Bristol and Exeter Railway. Memorials and Complaints. Wilt, Somerset, and Weymouth Railway.*

*Bristol and Exeter Railway.* Rate of speed of, and time allowed for, the down night mail train between Bristol and Exeter; particulars otherwise relative to this train, *Badham* 3403-3409. 3423—The speed of the night mail could not be accelerated, *Wall* 3419-3421. 3430, 3431—Number and names of those junctions that affect the night, and those that affect the day mail, *Badham* and *Wall* 3424-3426—The company are seldom kept waiting for the Post-office bags, *ib.* 3428, 3429—Notice under which the company carry night mails, *Badham* 3438, 3439—It would be a great convenience if the Post-office carriage were to go along the whole line without changing, *Badham* and *Wall*, 3440-3444.

In October, and for a fortnight before Christmas, the traffic on the line is very heavy, *Wall* 3445-3447—The time lost at Bristol and Exeter is sometimes made up, *Badham* and *Wall* 3455-3462—Inadequate amount of remuneration paid to the Bristol and Exeter Company by the Post-office under the last award, *Badham* 3487-3490—Particulars relative to the afternoon mail for Exeter, about the payment for which there is at present a discussion with the Post-office, *ib.* 3490-3496. 3501-3504—Average weight of the mail bags carried from Bristol to Exeter by the afternoon train, *Wall* 3497-3500.

Particulars of the several awards by which the Bristol and Exeter Company have been governed, *Badham* 3505, 3506. 3520-3540. 3546, 3547—The Bristol and Exeter Railway Company have carried mails for about eight years, *ib.* 3515—The night mail trains are a great expense to the company from various causes, *Badham* and *Wall* 3552-3556—Length of time during which the last arbitration was open, *Badham* 3560.

Reference to the distance, and to the average speed of the mail train, from Bristol to Exeter, *Rep.* p. x.—Number of carriages, and weight of the mail bags, *ib.*—Causes assigned for irregularity adverted to; suggestion thereon, *ib.*

## Report, 1854—continued

**Brookhurst, John, M.P.** (Analysis of his Evidence.)—Represents the borough of Macclesfield, 815.—If the postal arrangements of Macclesfield and its neighbourhood had been designed on purpose, they could not have been worse, 817-820.—Description of the mode in which letters are conveyed from Macclesfield to Congleton and Leek, 821, 822.—Great insecurity in the present mode of conveyance of remittances from London, especially between Macclesfield and Chelford; instances thereof, 823-827.—Macclesfield is worse off now than it was in the old mail coach times, 828.

Great inconvenience felt at Macclesfield by the day mail arriving there an hour and a half later than it should do; the insecurity is the main thing with the night mail, 831-835. 840-846.—Advantage of letters being forwarded by railway rather than by the mail carts, 836, 837.—The insecurity arises in a great measure from the mail carts, &c. being contracted for at the lowest possible rate; two or three of the contractors have failed, 840-843.—Particulars as to the time of distribution of letters at Macclesfield; number of letter carriers, &c., 831. 847-852.

**Buller, Sir John Yarde.** Reference to Sir John Yarde Buller's award between the Post-office and the South Wales Railway, the legality of which was questioned by the Post-office, *F. G. Saunders* 3614, 3615.

## C.

**Caledonian Railway.** Return of the working of the 5.22 P.M. down express train from Carlisle to Glasgow for October, November, and December 1853, *App. p. 510*.—Return of the working of the 5.22 P.M. down express from Carlisle to Edinburgh, during the same period, *ib. 521*.

Return of the working of the 10.10 A.M. up express train from Glasgow to Carlisle for October, November, and December 1853, *App. p. 522*.—Return of the working of the 10.30 A.M. up express, Edinburgh to Carlisle, for the same period, *ib. 523*.

**Canning, The Right Hon. Viscount.** (Analysis of his Evidence.)—Statistics of the increase of business in the London Post-office during the years 1852 and 1853; 4312. 4326.—Decrease in the number of newspapers in the year 1853, as compared with 1852; reason thereof, 4313-4315.—Statistics of the number of letters received at, and despatched from, the secretary's office on various subjects in 1852 and 1853; 4316-4323.—Also of the number of minutes on various subjects laid before the Postmaster-general by the secretary and assistant-secretaries, 4324.—Also of the number of registered papers referred to surveyors, 4325.—Also of the number and amount of money orders issued in the United Kingdom; increase in 1853 over 1852 of nearly half a million of money, 4327-4332.

Greatly increased accommodation extended to the public, as shown by the comparative numbers of post-offices and sub-offices in 1838 and May 1854; evidence generally relative thereto, 4331, 4332. 4345-4381.—Increased accommodation in the foreign and colonial mails being now made up oftener than formerly, 4323-4337.—Statistics of the number and cost of additional persons employed in the Post-office service to meet the increase in the years 1852 and 1853; 4338-4340.—Increase of nearly fifty per cent. in the number of letters for the Liverpool delivery in one week in May 1854, as compared with one in January 1853; probable cause thereof, 4341, 4342.—Great increase in the money orders issued and paid in Liverpool in January 1853 and May 1854; 4343.—Considerable increase in the Post-office establishment at Liverpool since 1853; 4344.

Increased accommodation given to the public since January 1853, with regard to the rural post; instances thereof, 4351-4361.—Evidence generally relative to the subject of arbitration between the Post-office and railway companies, 4362-4390. 4397-4415.—Statistics of the numbers of arbitrations from 1845 to 1853; 4362.—The present system of arbitration has not worked satisfactorily either to the Government, the Post-office, or the public, 4363-4365.—One of the evils of the present system of arbitration arises from the umpire being very often without much, and sometimes without any, experience either of post-offices requirements or of railway management, 4366. 4371. 4380, 4381.

Great advantage if some definite principles were laid down by which the Postmaster-general could at any time calculate the cost of any proposed alteration, instead of leaving it open to so much uncertainty in an arbitration, 4367-4370.—Great want of uniformity in the decisions which have been come to; remarks generally thereon, 4372, 4373. 4381 *et seq.*—Tendency of the arbitrators to select persons as umpires as less likely to have a bias to one side or the other, who have very little knowledge either of post-offices or railway services, 4374, 4375.—Advantage to the public if the appointment of umpire were vested in the judges, as being undoubtedly impartial, or in a judge conjoined perhaps with the President of the Society of Civil Engineers, 4386. 4376. 4386-4388.

Opinion

*Coming, The Right Hon. Viscount.* (Analysis of his Evidence)—continued.

Opinion that Parliament should say that a railway company called upon to run a train at certain hours shall be entitled to claim not more than a certain per centage upon the bare cost of that train, that per centage varying according to the hour of the day or night, and other circumstances, 4377, 4378—If some knowledge of the subject to be arbitrated upon were possessed by the umpire it would be of great advantage; cases in illustration thereof, 4383-4385, 4397-4415—Remarks generally upon the subject of the complaints about the surveyors of the Post-office; there would be considerable difficulty in increasing their number, 4391-4396—Witness's objections are solely objections to the principle of arbitration, as carrying with it a great semblance of fairness and of satisfactory arrangement, but not proving to be so in fact, 4415.

Statistics of the payments made to railway companies for conveying mails in the years 1851, 1852, and 1853; 4416, 4417—Remarks as to the establishment of day mails; considerable increase in their numbers within the last few years, 4418-4421—The chief obstacle to the sorting of letters on board ship is the objection on the part of merchants to have their letters under the control of a sorting clerk during a long voyage, 4422—Expense of the packet service is at present borne by the Admiralty; estimated expense thereof for the present year, 4425-4428.

The packets to which the sorting might be applicable would be the Brazilian, the United States, and in a great measure the Australian vessels, 4433, 4434—Evidence generally relative to the reduction in the postage to the colonies; probability of the reduction increases the number of letters, 4435 *et seq.*—Great expense of sorting on board ship, but not to such an extent as to be an insuperable obstacle, 4436, 4437—There would be less delay at the port of arrival if the sorting on board were carried out, 4440—List of colonies to which the reduction has taken or will take place, 4441.

Explanations relative to the new arrangements with regard to the Australian mails, 4442 *et seq.*—Under the new arrangements with the General Screw Packet Company they are to be paid a halfpenny for every newspaper they carry, although the Post-office will be receiving nothing from either senders or receivers, 4447, 4448—With respect to the Australian letters, under the new arrangements there will be a gain to the revenue of 1 d. upon every letter carried, 4449-4453—Statement of improvements effected in the foreign colonial correspondence within the last two years, 4455—The public have availed themselves in some extent of the hook post to New South Wales and the North American colonies, 4456.

Considerable improvement has taken place in the distribution, in the suburbs of London, of letters which have been received by the night mails, 4458, 4459—Some voluntary agreements for railway services have been concluded during the past year, 4460-4463—Voluntary arrangements now in operation, 4463—Inexpediency of referring voluntary arrangements to arbitration, 4464—Considerable extent to which the establishment of letter boxes at the railway stations has been carried on, 4465, 4466—Great number of complaints from the public as to the mode in which the Post-office service is performed, some important, others trivial, and a vast number unfounded, 4467, 4468.

Suggestion that the Post-office should lay before Parliament every year a report of its proceedings, changes, and improvements of the preceding year, and by thus making the public better informed of the principles upon which the Post-office acts, it would in a great measure do away with the complaints, 4469 *et seq.*—There is no reason why the Post-office should be represented in Parliament, any more than the Custom-house, &c.; remarks generally thereon, 4481-4491—Denial of the statement that the application of the Posteries at Macclesfield for increased accommodation, was not considered or attended to, 4490-4492—Witness has not considered the proposition for sending the continental mail from Dover direct to Liverpool and Manchester, 4493.

*Carlisle.* Return of the hours at which the night mail trains running between London and Aberdeen have arrived at Carlisle during the months of October, November and December 1853, *App. p.* 445-450—Similar return as to the day mail, *ib.* 456-461.

*Carriage Accommodation.* Mode in which witness, as arbitrator for the Post-office, has calculated the sum to be paid for carriage accommodation, *Harvey* 3911-3915, 3961, *Williams* 3975—Largest sum accorded for the conveyance of a guard, and of an imperial outside, *Williams* 4017—Extremes paid by the Post-office for one sent in the inside of a second-class carriage, *ib.* 4018-4026—The Postmaster-general may demand under notice as many vans as he requires, but the payment will be dependent upon the number, *Page* 4134-4137.

*Causes of Irrregularity.* See *Bristol.* *Bristol and Exeter Railway.* *Circuitous Routes.* *Gradients.* *Ireland.* *Irrregularities and Delays.* *London and North Western Railway,* 2, 3. *Newcastle-on-Tyne,* 2, 3, 4. *Night Mails.* *North Staffordshire Railway.* *Northumberland.* *Size of Trains.* *Speed.* *Stoppages.* *Tamworth.* *Traffic.* *Winter Months.* *York, Newcastle and Berwick Railway,* 1, 2.

## Report, 1854—continued.

**Centralization of Mails.** Suggested points for centralization, in the event of conveyance along the Great Northern line &c., to Edinburgh, *O'Brien* 63-69, 119-121.—There is no especially intricate railway communication with the York, Newcastle and Berwick line, *ib.* 73, 74.—Besides London, there should be one or more great centres of districts for mails conducted on the same principle as the passenger carrying, and wholesale trades of the Kingdom, *Macle* 959.—The fact of there being telegraphic communication does not supersede the force of these considerations, *ib.*

With respect to Captain O'Brien's proposed points of centralization for the Great Northern route, witness has not been able to comprehend his plan, *Hill* 1536.—Greater complication of the points of centralization proposed by Captain O'Brien, than of the present ones, *ib.* 1601-1603.—Suggestion that the scheme contemplated by Captain O'Brien be fully particularized in order to be properly criticized, *ib.* 1604, 1701, 1702.—Objections to Captain O'Brien's proposed centralization of mails on the Great Northern route, as quite unnecessary, and productive of considerable inconvenience and expense, *Huish* 2952-2958.

Practicability of the scheme for centralizing the letters to the North, before suggested, *O'Brien* 3400.

See also *Knottsgrey. Newark. Peterborough.*

**Chambers of Commerce.** Constitution of the Chambers of Commerce in Manchester; towns in which there are Chambers of Commerce, *Bosthaus* 3810-3822.—The presidents of the Chambers of Commerce at Manchester and Liverpool would gladly offer their services as umpires between the Post-office and railway companies, *ib.* 3824, 3825.

**Channel Mail Service.** Contract mail service across the Irish Channel adverted to, alterations suggested, *Huish* 2906-2913.—With respect to fresh arrangements as to the mail to Dublin, an acceleration of the Channel passage should be a main point, *ib.* 3003, 3004.—See also *Serting.*

**Chatham (Northumberland).** Requisition made for a post-office at this station; the same not granted, *Sir G. Grey* 244-246.—Convenience of a post-office at this place, *ib.* 255.

**Checks on Arrivals, &c.** Character of the checks upon arrivals, &c. kept by the Post-office and by the railway companies, *Hill* 1332-1336.

**Chelford to Macclesfield.** Insecurity of the mails carried from Chelford to Macclesfield by the mail-cart; extract of a letter relative to this subject, *Egerton* 603-606, 818-820.—Total insufficiency of the pay allowed by the Post-office to a guard recently appointed, *Stevens* 616.—Great insecurity in the present mode of conveyance of remittances from London, especially between Macclesfield and Chelford; instances thereof, *Brookhurst* 823-827.

Sufficiency of 7s. a week as remuneration for the guard between Chelford and Macclesfield, *Page* 672-674.—Explanation as to the entire weekly remuneration of this guard, *ib.* 1738-1742.

See also *Macclesfield. Potteries.*

**Chester to Crewe.** Return of the departure from Chester and arrival at Crewe of the 5.40 P. M. express train from Chester, during October, November and December 1853, *App. p.* 548.

**Chester and Holyhead Railway.** Return showing the time of departure of the 2.55 P. M. down express train from Chester and arrival at Holyhead during the months of October, November and December 1853, *App. p.* 524, 525.—Return showing the time of departure of the 2.40 P. M. express train from Holyhead and arrival at Chester, during the same period, *ib.* 525, 526.

Return showing the time of departure of the 3.0 A. M. and 9.55 P. M. mail trains from Chester, and their arrivals at Holyhead during the month of October 1853, *App. p.* 527.—Return showing the time of departure of the 3.0 A. M. and 10.25 P. M. mail trains from Chester and their arrivals at Holyhead, during November and December 1853, *ib.* 528, 529.—Return showing the time of departure of the 2.0 A. M. and 7.20 P. M. up mail trains from Holyhead and the arrivals at Chester, during the months of October, November and December 1853, *ib.* 530-532.

**Circuitous Routes.** The circuitous route to York by Rugby and Tamworth is a main cause of the delay of the mail trains, *O'Brien* 4, 9, 10.—Inconvenience to some towns in Scotland in the circuitous route of the mail-gigs, which have largely superseded the mail-coaches going direct, *Conroy* 413.—Great circuitousness of the mail route between Stoke and Derby, *Hollis* 452-456.—Great circuitousness of the route between Macclesfield and Congleton and other adjoining towns, *Egerton* 607-612.—Circuitous character of the route of the local posts round Huntingdon, *Peasey* 647, 648.—Circuitousness of the communication with and from the north in regard to Huntingdon, *ib.* 652-654.

Inconvenience inflicted on a very important district near Leeds by the mails being now taken on to York, and thence sent back ten miles by mail-cart for distribution, *Milner* 812-814.—

## Circuitous Routes—continued.

812-814—Desire of the merchants, &c. in this district to return to the former system by which the mails were dropped at Bolton Percy, three miles from Tadcaster, without any actual stoppage of the train, *Miser* 812, 813—Populous character of the district in question, *ib.* 814.

Reference to circuitous routes between different places which might be obviated by the use of the Great Northern line, but at much inconvenience, *Hill* 1875-1876—Explanation as to the reported inconvenience to Tadcaster, &c., *Page* 2764-2765—Circumstances under which the Post-office find it advisable to adopt indirect routes, *Rep.* p. vi.

See also *Boston. East Coast Route. Eastern Counties. Foreign and Colonial Mails. French Mails. Grantham. Huntingdon. Kirkcaldy. Keston. Leicester. Manchester. Newcastle-on-Tyne, 3, 4. Potteries (Staffordshire). Tadcaster. West Coast Route.*

*Circular (Post-Office).* Reference to a circular from the Post-office containing strong accusations of neglect on the part of the railway companies generally, *O'Brien* 106, 114.

Greater regularity owing to the circular lately addressed by the Postmaster-general to the railway companies, *Hill* 1802—Replies by the companies to this circular adverted to, *ib.* 4281—The terms of the circular have not been adopted on any line, *ib.* 4283—Contents of the circular in question, dated 25 January 1854, *App.* p. 598, 599.

*Clarke, Seymour.* (Analysis of his Evidence.)—General Manager of the Great Northern Railway Company, 2343—During the months of October and November 1853 the express train from London at 9.30 A.M. was, on an average, only three minutes late daily, 2344-2345—The same train, on an average of twenty-seven journeys in March 1854, was four minutes late; and on an average of twenty-two journeys in April, ten minutes late; table, showing the actual running of this train during March and April, and its time of arrival daily at York and Edinburgh, 2349-2351, and *Ex.* p. 209—Return of the time of arrival at King's Cross of the day express from Edinburgh, due at 9.30 P.M., during the months of March and April 1854; average daily lateness of 1½ minutes during twenty-six journeys in March, and of 2½ minutes during twenty-three days in April, 2352, and *Ex.* p. 211.

Tables, showing the actual time kept by the fast night train leaving King's Cross at 9.15 P.M., and due at York at 2.40 A.M., during March and April 1854; the average of twenty-seven journeys in March shows that the train was four minutes before time at York, and of twenty-seven journeys in April that it was four minutes behind time, 2353-2355, and *Ex.* p. 210—Return of the time of arrival at King's Cross of the fast night train from Edinburgh, due at 10.10 A.M., during March and April 1854; average daily lateness of half a minute during twenty-seven days in March, and of a minute and a half during twenty-six days in April, 2356 and *Ex.* p. 212.

Equal facilities on the Great Northern line to York and on the route *via* Derby with regard to speed and safety, 2357, 2358, 2366—The Great Northern route is shorter by twenty-nine miles and a half, 2359—Less time, by two hours and fifteen minutes, taken by the Great Northern evening express than by the mail train *via* Derby, 2360, 2361—Feasibility of running a mail train on the Great Northern line to York in the same time as the express, 2362-2365—Any acceleration possible on the Midland line is equally so on the Great Northern line, 2366—The rate of speed of the 9.15 P.M. train from King's Cross could hardly be increased with safety, but may be kept with punctuality, 2367, 2368.

Explanation upon the evidence of Mr. Hill (Q. 1836) as to communications between the Post-office and the Great Northern Company relative to the use of a night mail train from Edinburgh to London, 2369-2374—Convenience to Edinburgh if the train at 9.15 P.M. *via* the Great Northern line were made a mail train, 2369, 2372, 2373—Advantage for postal purposes of the Great Northern train from York at 8.40 P.M. to London, 2369, 2373, 2374—Nine-tenths of the passengers between Edinburgh and London travel by the Great Northern line, 2370, 2371—Trains of the Great Northern Company now at the disposal of the Post-office, 2374.

Evidence showing the several towns east and west of the Great Northern line which are now served respectively through means of the Eastern Counties Railway and of the London and North Western Railway by a system of mail carts and foot messengers, 2375-2379—Inconvenience suffered by the several towns explained, *ib.*—The whole of the towns and district referred to might with advantage and economy be served by the Great Northern Railway, 2380-2382, 2438-2444—Average delay of from four to five minutes from each stoppage of the Great Northern fast train, 2383, 2384.

Probable extra expenditure necessary for conveying the letters from Rugby and Tamworth, &c., in the event of a direct postal communication along the Great Northern for the London and other correspondence, 2385-2390, 2434-2436—There would be considerable saving in mail carts and messengers if the Great Northern route were adopted, 2390, 2439-2444—Causes for the greater punctuality of the Great Northern trains in March and April last than in November 1853; 2391-2393—Summary of comparison

## Report, 1854—continued.

*Clarke, Seymour.* (Analysis of his Evidence)—continued.

of the speed of the express, mail, and ordinary trains on six of the principal railways in the kingdom, 2394.

Great inconvenience to the public, and great expense to the companies and the Post-office, if exclusively mail trains be run, 2395, 2396. 2398-2400. 2451-2458. 2462-2470—Punctuality of the coal traffic on the Great Northern line; no impediment caused thereby to the passenger traffic, as stated by Mr. Hill (Q. 1583), 2397. 2460, 2461—Return showing sundry particulars relative to the down coal trains for week days only since 1 May 1854, *Ex. p.* 218, 219—Similar return relative to the up coal trains, *ib.* 220, 221—Witness would be very sorry to run a special mail train at 2s. 6d. a mile, 2398.

Feasibility of a train from the east route from Edinburgh to Polmont Junction to meet the west train to the north without causing delay, 2401-2404. 2407—Greater speed on the whole of the Great Northern trains than of the trains on the western coast; causes thereof, 2403. 2405, 2406. 2408-2410—Calculation that Mr. Hill's estimate of 33,000 £ a year additional expense for an up and down night mail *via* the Great Northern is considerably over-calculated, 2411-2416—Offer made by the company in 1853 explained, 2411-2413. 2421, 2422. 2430-2432—No impediments as to price or general arrangements would take place if the Post-office should decide on using the Great Northern line for the night mails, 2416-2433—The Great Northern Company do not wish for any transfer to their line of the mails from the western or midland route, but merely for an extra service between London and York, 2417, 2418. 2437.

Explanation upon the offer to carry mails at a high rate of payment (3s. 3½d. per mile) made by the Great Northern Company in 1851; 2419, 2420. 2437-2439—Different items of expenditure involved in locomotive power, 2423, 2424—Expense of night service for any mail or passenger train adverted to, 2425, 2426—Convenient hour in the morning at which the train from York offers to the Post-office would arrive in London, 2430-2432—No new train need be run north of York, as the bags *via* Tamworth and Derby could be taken on by a passenger train, 2434—Earlier and more satisfactory delivery of the mail in the towns south of York if a night mail went along the Great Northern line, 2445-2448—Use of the slipping apparatus on witness's line adverted to, 2449, 2450—Express trains now on the line, 2459.

Duty and willingness of railway companies to maintain the mail speed agreed upon, 2471-2474—Comparison from the records of the guards of the return of the running of the day mail on the Great Northern line in March and April, 2475, 2476—The only practical difference to be calculated between the west and east routes to Edinburgh is the saving of 30 miles by the latter, 2477, 2478—Due care taken by the companies of the safety and regularity of the mail trains, 2479.

Greater punctuality of a light than a heavy train, 2480. 2485-2488—Additional cost of conveyance if the number of carriages be limited, 2481—Number of carriages sent with the Great Northern night trains, 2482, 2483—Practicability of a speed of 44 or 45 miles at night on the Great Northern line, with ten passenger carriages accompanying a mail, 2484-2486—Difficulty of calculating the additional cost of running special mail trains at a certain rate of speed, 2490, 2491. 2494-2500—Objection to running a night train at the rate of 44 or 45 miles an hour including stoppages, 2492, 2493.

*Coal Traffic.* Great hindrance occasioned on the Great Northern line by the large mineral traffic, *Hill* 1583.

Punctuality of the coal traffic on the Great Northern line; no impediment caused thereby to the passenger traffic, as stated by Mr. Hill, *Clarke* 2460, 2461—Return showing sundry particulars relative to the down coal trains for week days only, since 1 May 1851, *ib.* *Ex. p.* 218, 219—Similar return relative to the up coal trains, *ib.* 220, 221.

*Coke.* Discontinuance of the premiums tried on the York and Berwick line with reference to the saving of coke by the engine-men, adverted to in connexion with the question of punctuality, *O'Brien* 101, 102.

*Colonial Letters.* Evidence relative to the reduction of the postage on colonial letters, *Vicount Canning* 4435 *et seq.*—Probability of the reduction increasing the number of letters, *ib.* 4438—List of colonies to which the reduction has taken place, or will take place, *ib.* 4441.—See also *Foreign and Colonial Mails*.

*Complaints.* See *Memorials and Complaints*.

*Congleton.* See *Macclesfield Potteries (Staffordshire)*.

*Continental Mails.* See *Foreign and Colonial Mails*. *French Mail.* *Oversland Mail.*

*Co-operation.*

## Report, 1854—continued.

*Co-operation.* Importance, above all things, of harmonious working between the Post-office and the railway companies in order to perform the mail service in an efficient manner, *Huish* 2886, 2887. 3112. 3117.—Necessity for the companies being duly consulted as to speed, &c., *ib.* 288.—See also *Railway Companies.*

*Cork.* Great inconvenience to Cork and the south-western district of Ireland in the slowness of the postal communications, *Viscount Bernard* 3649 *et seq.*; *Fishbourne* 4058 *et seq.*—The Postmaster-general is now in communication with the officers in the Post-office in Ireland to arrange, if possible, that the day mail to Cork shall leave Dublin at half-past eight, *Page* 4118—4120. 4122, 4123.

See also *Bandon.* *Cork and Bandon Railway.*

*Cork and Bandon Railway.* Great grievance to the western part of the county of Cork and to the town of Bandon, that their mails are not carried by the Cork and Bandon Railway, *Viscount Bernard* 3649 *et seq.*—If the letters were conveyed by this railway, a great deal of time would be saved, *ib.* 3649. 3652—3655.—Representations have frequently been made to the Post-office, but without effect, *ib.* 3650.—The Cork and Bandon Company and the Post-office have not been able to agree as to the amount of remuneration to the former, *ib.* 3651.—Besides the inconvenience to the town of Bandon, there is a very large district beyond which suffers still greater inconvenience, *ib.* 3656.

The suggestion of Lord Bernard that the mails should be conveyed by rail instead of car between Cork and Bandon, could not be accepted on account of the great increase of expense, *Page* 4127. 4131.

See also *Bandon.*

*Cross, Charles* (Member of the Committee). (Analysis of his Evidence).—Represents Edinburgh, 411.—Derangement of the local or lateral posts at Edinburgh by the acceleration of the night mail from London in August last, 412.—Complaints made to the Post-office authorities; their attention in the matter, 412—418.—Inconvenience suffered for some time by the village of Pennycook in the summary withdrawal of the two despatches from the local post-office to Edinburgh, 412—417.—Partial remedy of this inconvenience by one afternoon despatch daily, 412.—Belief that the introduction of the hardship complained of was due to the imperfect manner in which the surveyor to the Post-office made inquiries into the subject, *ib.*

It would be a great advantage if a letter posted in Pennycook could always be delivered in Edinburgh (10 miles off) on the same day, 413.—Inconvenience to some towns in the circuitous route of the mail gigs, which have largely superseded the mail-coaches going direct, *ib.*—There are about 2,000 letters weekly for Pennycook, 414.—Great inconvenience which arose from the dispute between the Post-office and the North British Railway Company about the conveyances of the mails between Edinburgh and Hawick, 417.—Dispute between the Post-office and the Edinburgh, Perth, and Dundee Company adverted to, *ib.*—Expediency of some check on the occurrence of such disputes, *ib.*—Uselessness to Edinburgh of the mail (since discontinued) from London by the 5 p.m. train from Euston-square, 418.

[Second Examination.]—Non-concurrence with Mr. Page's evidence with reference to the conveyance of mails to the districts round Edinburgh, 3648.—Comments on Mr. Page's statement as to witness's interest in Pennycook, *ib.*—Importance of Pennycook as a manufacturing district, *ib.*—Copy of a letter from Mr. Anderson at Liberton (four miles from Edinburgh) relative to the inconvenience of the postal arrangements there, *ib.*—Mr. Lang, the surveyor who made the arrangement, did not consult any one on the subject, *ib.*—Circumstance of all the Prussian railway stations having post-office letter-boxes, *ib.*

*Cost of Conveyance.* See *Arbitration.* *Awards.* *Expense.*

*Creston.* See *Kirkcubright.*

*Crewe.* The greatest and most difficult point of transfer for the mails is at Crewe, *Huish* 2819. 2826. 2828.—Detail as to the proceedings at Crewe on the arrival of the down night mail, *ib.* 2819—2824.—Immense amount of labour devolving on the Post-office servants at this junction; creditable manner in which it is performed, *ib.* 2819.—Length of time required respectively for the despatch of the Northern, of the Manchester, and of the Irish mails from Crewe, *Huish* 2819—2824; *Rep.* p. vii, ix.

Acceleration anticipated from the Post-office now being erected at Crewe station for the purpose of sorting the bags, &c., *Huish* 2866. 2870.—If the Post-office had the use of an additional van or two between London and Crewe, it would save the time now lost in unpacking and repacking the mails at the latter place, *Page* 4132—4135.

Return of the hours at which the night mail trains running between London and Aberdeen have arrived at Crewe during the months of October, November, and December 1853; *App.* p. 445—450.—Similar return as to the day mail, *ib.* 458—461.

See also *Charter to Crewe.* *Separation of Scotch and Irish Mails.*

## Report, 1854—continued.

*Crewe to Normanton.* Particulars as to the proposed running from Crewe to Normanton; rate of speed contemplated, *Hill* and *Page* 1511-1516—Limited running speed of twenty-five miles an hour between Crewe and Normanton explained, *IBN* 1705, 1706—Impracticability of increasing the speed from Crewe to Normanton for the sake of conveying the Irish letters in due time for a train over the Great Northern line, *ib.* 1707-1710—Danger of running at a high rate of speed between Crewe and Normanton, *Harsh* 3009—Objection to the present low speed required by the Post-office on the line between Crewe and Normanton, *O'Brien* 3387-3390.

## D.

*Day Mails.* Evidence generally as to the establishment of day mails; considerable increase in their numbers within the last few years, *Viscount Cairns* 4418-4421.

Returns showing the number of minutes (if any) which the day mails from London were behind time at the following stations, on each day, in the months of October, November, and December 1853; viz., Bristol, Exeter, Plymouth, Gloucester, Brighton, Southampton, Dover, Norwich, Lincoln, Manchester, Liverpool, Holyhead, Glasgow, Edinburgh, and Newcastle-upon-Tyne, *App.* p. 584, 585.

*Delays.* See *Irregularities and Delays.*

*Deliveries.* Great importance of Liverpool and Manchester and other large towns having more than one post delivery from the North daily; suggestions for effecting this object, *Magle* 959—Places where traffic and correspondence are so great as to make the expense of mails amount to but a small percentage on the income they afford, ought to enjoy more frequent and costly posts than smaller places, *ib.*—Since the introduction of the railway system persons in trade keep much smaller stocks than formerly; consequent necessity for there being frequent means of correspondence, *ib.* 976-982—Explanation relative to the system of distribution in the rural districts, *Hill* 1852-1867.

See also *Area of Delivery.*  
*Metropolitan Delivery.*

*Extra Charge for Delivery.*  
*Rural Posts.*

*Hours of Delivery.*

*Deposit and Delivery at Stations.* Time taken and time allowed for the conveyance of mails from the several post-offices to the railway stations throughout the country, *Page* 720-723—Slightness of any delays arising through the delivery of the mail bags at the stations, *Hill* 1342, 1343—Belief that the responsibility of depositing the bags in the carriages rests with the railway companies, *ib.* 1400-1404—Instance of a refusal on the part of a servant of the London and South-Western Company to load the mail-bags, *Page* 1405, 1406—Willingness generally of the railway companies to concur with the Post-office as to the practice of depositing the mail, *Hill* 1405, 1407, 1408.

Returns of the hours at which the various mail bags were due and were delivered at the metropolitan termini for transmission by railway during the months of October, November, and December 1853, and the hours at which the bags were due and arrived by railway at the metropolitan termini during the same months, *App.* p. 467-482.

Recommendation that railway companies be directed to deliver post-office bags, sent as parcels, to the post-office servants at their stations, *Rep.* p. xiii.

See also *Crewe.* *Slipping Apparatus.*

*Derby.* Evidence relative to the frequent complaints of the delivery of letters for the district round Derby; extract from letter of the postmaster there, explaining the cause of the delay, *Banning* 1011-1015—Complaint of Mr. Baughnigge as to the detention of letters for twenty-four hours in Derby, adverted to, *ib.* 1017.

Reference to the complaint of Mr. Banning, as to the irregular delivery of letters at and about Derby; it solely arises from the delay and irregularity of the trains, *Page* 2760-2765—Explanation of the complaint of Mr. Bainbrigge, that letters coming from Liverpool by way of Manchester and Sheffield are detained at his office twenty-four hours, *ib.* 2765.

Returns of the hours at which the night mail trains running between London and Edinburgh arrived at Derby during the months of October, November, and December 1853, *App.* p. 453-455—Similar return relative to the day-mail from Edinburgh to London, *ib.* 465, 466.

*Direct Mail-bags.* Practice as to the making up of bags direct between one large town and another, *Hill* and *Page* 4296-4299—How far direct bags are made up between Manchester and other large towns, *ib.* 4296-4300—Belief as to there being a direct bag between Bristol and Glasgow, *ib.* 4297—Where it conduces to speed, there is generally a direct bag between large towns, *Page* 4300.

See also *Foreign and Colonial Mails.*

*Direct Routes.* See *East Coast Route.* *Foreign and Colonial Mails.* *Great Northern Railway.*

*Disputes.*



## Report, 1854—continued.

**Disputes.** Importance of some check on the occurrence of disputes between the Post-office and the railway companies, *Cowan* 417.—Expediency of all differences between the Post-office and railway companies being referred to arbitration, *Feeney* 550.—The reason for the apparent difficulties between the Post-office and the public is that there are so many to consult, *Abbott* 3899.

See also *Edinburgh, Perth and Dundee Railway.* *North Bristol Railway.*

**Division of Traffic.** Arrangement between the East Coast and the western companies for the division of receipts, *Huish* 2947-2951, 2997-3006.—Equal speed now obtained generally in the eastern and western routes, the former having nothing to gain by running quicker, *O'Brien* 3396-3400.

**Doncaster.** Unnecessary delay in the postal service of Doncaster, on account of the Great Northern line not being used, *Clarke* 2378.

**Dover.** Practice of sending the French mails to the post-office at Dover on arrival there; how far expedient that the post-office should be at the railway station, *Hill and Page* 1903-1909.—Great benefit to the commercial public if all the mails landed at Dover were sorted there, and they enabled to go on direct; this would, however, entail great expense, *Bohemian* 2594-2605.—In the event of a staff at Dover being employed, it would practically relieve the London office very little, as there must always be a large force kept there to meet the ordinary inland business, *ib.* 2614-2623.

See also *Foreign and Colonial Mails.* *French Mails.*

**Down Trains.** Return of the hours at which each of the mail trains between London and Glasgow, London and Aberdeen, London and Edinburgh, and London and Holyhead, have arrived at the various stations during the months of October, November, and December last, *App.* p. 445-466.

See also *Acceleration.* *East Coast Route.* *Edinburgh.* *Great Northern Railway.* *Irregularities and Delays.* *London and North Western Railway.* *Midland Route.* *Special Mail Trains.* *West Coast Route.* *York, Newcastle and Berwick Railway.* *York and North Midland Railway.*

**Draft Report.** The same read, *Rep.* p. xxi-xxxii.—Resolutions and amendments thereon, *ib.* xxxii-xxxviii.

**Dublin.** Evidence generally on the subject of the communication between the Treasury and the Post-office, relative to an acceleration of the mails between London and Dublin, *Page* 2793-2810.

Return of the time at which the night mail from London to Dublin is due at Holyhead and Dublin respectively under the present arrangement; of the date when such arrangement took effect; and of the actual time of arrival and delivery on board the packet at Holyhead, and of the arrival in Dublin, in each day from that day to 31 December 1853; similar return as regards the day mail from London to Dublin, *App.* p. 493-497.—Statement showing the probable effect upon Dublin of the proposed accelerations referred to in statements appended to Mr. Hill's memorandum on the proposed use of the Great Northern Railway (*Appendix*, No. 3, p. 505), *App.* p. 512.

See also *Channel Mail Service.*

**Dublin Post-office.** Facilities in Dublin for expeditious sorting, *Page* 4302-4305.—Staff and conduct of the Dublin Post-office adverted to, *ib.* 4303, 4304.

**Dumfries.** The railway postal arrangements to Dumfries have been much improved lately, *Mackie* 1222.

## E.

## EAST COAST ROUTE:

1. Evidence and Returns in favour of the East Route to Edinburgh, &c.
2. Objections to the Adoption of this Route:

## 1. Evidence and Returns in favour of the East Route to Edinburgh, &amp;c.:

Time-bills of the down eight fast train from London to Edinburgh, *viâ* Great Northern Railway, for August, September, October and November 1853, *O'Brien*, *Eu.* p. 7.—Return of the running of the same train during the same period, *ib.*—Probable delay of this train if it had to carry mails, *ib.* 34-37.—Lateness generally of the Great Northern fast train at Edinburgh, though its being run at a very high rate of speed, *ib.* 37-40.—Expediency of the mail to Newcastle, &c. being conveyed by the most direct route, even though a few hours might be gained by accelerating the route *viâ* Derby, &c., *Sir G. Grey* 299-301.—Punctual travelling generally of the quick train along the Great Northern line to Edinburgh, *ib.* 310.

The East Coast line to Edinburgh being five miles shorter than the West Coast line, and the gradients being better on the former, about twenty-five minutes might be saved  
411—L. c 2 if

## Report, 1854—continued.

## EAST COAST ROUTE—continued.

## 1. Evidence and Returns in favour of the East Route to Edinburgh, &amp;c.—continued.

if the mails were sent along the same to Edinburgh, *Right hon. D. McLaure* 338, 343, 350-352.—Although the distance to Stirling by the direct east route is thirteen miles further than by the west route, time would be saved by sending a mail train by the east route, *ib.* 349-352, 398.—Convenience of an east coast train, even though the west coast train might be made to reach Edinburgh in twelve or twelve hours and a half, *ib.* 398.—Passengers from the east and west should, if possible, go on to the north of Scotland by the same train from Greenhill Junction, *O'Brien* 3394.

Return of the time of arrival at King's Cross of the day express from Edinburgh, due at 9.30 p.m. during the months of March and April 1854; average daily lateness of one minute and a quarter, during twenty-six journeys in March, and of two minutes and a half during twenty-three days in April, *Clarke* 2353; *ib.* p. 211.—Return of the time of arrival at King's Cross of the fast night train from Edinburgh, due at 10.10 a.m., during March and April 1854; average daily lateness of half a minute during twenty-seven days in March, and of one minute and a half during twenty-six days in April, *Clarke* 2358; *ib.* p. 212.

Probable extra expenditure necessary for conveying the letters from Rugby and Tamworth, &c., in the event of a direct postal communication along the Great Northern for the London and other correspondence, *Clarke* 2385-2390, 2434-2436.—There would be considerable saving in mail cars and messengers if the Great Northern route were adopted, *ib.* 2390, 2438-2444.—Feasibility of a train from the east route from Edinburgh to Polmoist Junction, to meet the west train to the north without causing delay, *ib.* 2401-2404, 2407.—The only practical difference to be calculated between the west and east routes to Edinburgh is the saving of thirty miles by the latter, *ib.* 2477, 2478.

Time tables of express and fast trains between London and Edinburgh, *App.* p. 564.

## 2. Objections to the Adoption of this Route:

A main objection to the east coast route is the difficulty with regard to the western mails for the north, *Hill* 1244, 1248.—Objection on the score of the Irish day mail, which cannot be accelerated so as to meet a night train passing over the Great Northern line, *ib.* 1248-1255.—If the London mail to Newcastle, &c. went over the Great Northern line, new and expensive arrangements for the Irish and west of England, &c. correspondence would be necessary, *Hill and Page* 1469, 1470, 1487-1494.—The London mail might be received earlier by the Great Northern route at the cost of a delay in the west of England and other important correspondence, *ib.* 1471, 1482, 1484.

Belief that a night mail train to Edinburgh by the Great Northern line would not arrive there an hour sooner than the present train *via* Carlisle, *Hill* 1484, 1485.—Improbability of greater punctuality by the Great Northern route than by the present route, accelerated as contemplated, *ib.* 1535.—District that would be benefited by the Great Northern route, *ib.* 1607.—Inconvenience of using the 6 a.m. passenger train from York to Edinburgh for the conveyance of the Irish and west of England letters, in the event of the London letters going over the Great Northern line, and leaving York at an earlier hour, *ib.* 1651-1657, 1687-1691.—Objections to the propositions for mail trains by the east and west routes to meet at Stirling, and thence go further north, *ib.* 1711-1715.

A mail from London to Edinburgh *via* the Great Northern line, would scarcely affect the weight of the Scotch mail still to be carried by the western route, and would not at all obviate the expediency of separating the Scotch and Irish mails, *Huish* 2874-2877.—Inutility of a night mail to Edinburgh by the eastern, as well as the western route, even though the former might arrive a few minutes earlier than the latter, *ib.* 2874.

Memorandum by Mr. Rowland Hill on the proposed use of the Great Northern Railway; sundry arguments contained therein against the adoption of the east coast route, *App.* p. 498-505.

See also Acceleration.	Centralization of Mails.	Coal Traffic.	Division of
Traffic.	Eastern Counties.	Edinburgh.	Junctions.
Knittingley.	Newark.	North British Railway.	Peterborough.
York, Newcastle and Berwick Railway.			Traffic.

*Eastern Counties.* Illustration of the slowness of the communication between the ports in Norfolk and Suffolk, and Newcastle, *Adams* 183-192, 203.—Feasibility of arrangements by which the letters from the east of England might be brought on to the Great Northern line; great change necessary, *Sir G. Grey* 281, 282.—Circumstance of letters to Northumberland from the east of England never being sent by the Great Northern line, *ib.* 281, 305, 306.—Especially delay in the partial communication from the eastern districts of England to Edinburgh and the north, *Right hon. D. McLaure* 336, 337, 336-339.—The east coast correspondence should start at the same, and arrive as soon as that by the west coast, instead of being two hours later, *ib.* 338, 339.

Comparative

## Report, 1854—continued.

*Eastern Counties—continued.*

Comparative unimportance of the correspondence between the east coast and Newcastle, which would pass over the Great Northern line; list of thirty-two towns in the eastern counties which supply Newcastle with only 1,300 letters weekly out of 65,000, *Hill and Page* 1471-1482—Manner in which these towns were selected, *Page's Ex.* p. 137—Consideration of a proposal for running a night mail train along the Great Northern line for accelerating the communication between the eastern counties and different parts of Scotland *Hill* 1558 *et seq.*—The letters from thirty-two towns in the eastern counties to Newcastle are only 1,154, and not 1,300 weekly (as before stated), *ib.* 1608—Estimate that the eastern counties, &c. letters form about one-tenth of the correspondence with Newcastle, *Page, Hill and Tilley* 2093-2096.

See also *East Coast Route. Newcastle-on-Tyne*, 3, 4.

*Eastern Counties Railway.* The Eastern Counties Company carry mails from London to Yarmouth, *Owen* 3668, 3669—Copy of the complaints of delay, &c. received by witness from the Post-office since last August, together with his answers thereto, *ib.* 3676—The delay is chiefly in the up-mail trains, *ib.* 3677-3679—The company have adopted the plan on the Colchester line of sending a superintendent with the mail trains, to see that there is no delay, *ib.* 3680—Present speed of the mail trains; facility of increasing it, *ib.* 3681-3683.

Return showing the hour at which the mail-bags for the Yarmouth line were due, and were delivered at the Shoreditch terminus for transmission by railway, during the months of October, November, and December 1853, *App.* p. 476—Return showing the hours at which the Yarmouth mail-bags were due, and arrived by railway at the Shoreditch terminus during the same period, *ib.* 477.

Return showing the hours at which the mail-bags for the Colchester line were due, and were delivered at the Shoreditch terminus for transmission by railway during the months of October, November, and December 1853, *App.* p. 478—Return showing the hours at which the mail-bags from the Colchester line were due, and arrived by railway at the Shoreditch terminus, during the same months, *ib.* 479.

*Edinburgh.* Advantage to Edinburgh of a night mail train via the east coast route, *O'Brien* 61, 62—Complaints in Edinburgh, during the last few years, of want of speed and punctuality in the conveyance of the mails from the south, *Right Hon. D. Mc Laren* 321-326—Different routes of the mail from London to Edinburgh, *ib.* 337—No complaints are made against the Post-office authorities in Edinburgh, *ib.* 340, 341—The London as well as the Irish correspondence come to Edinburgh by the western route, *ib.* 345-348.

Considerable correspondence going on between Edinburgh and London, *Right Hon. D. Mc Laren* 383-386—Circumstance of there being generally a larger correspondence from Edinburgh than from Glasgow, *ib.*—Uselessness to Edinburgh of the mail (since discontinued) from London by the 5 p. m. train from Euston-square, *Owen* 418.

Incorrectness of the statement that Edinburgh has a larger correspondence than Glasgow, *Hill* 1567—Arrivals of the mails, and different deliveries, in Edinburgh, *ib.* 1687-1694—Convenience to Edinburgh if the train at 9.15 p. m., via the Great Northern line, were made a mail train, *Clarke* 2369, 2372, 2373—Arrangement between the Eastern and Western Companies for the Edinburgh, &c., and London traffic, *Huish* 2947-2951, 2997-3002.

Return of the hours at which the night mail-trains running between London and Aberdeen have arrived at Edinburgh during the months of October, November, and December 1853, *App.* p. 446-450—Similar return as to the day-mail, *ib.* 456-461.

See also *Acceleration*, 1. *East Coast Route. Great Northern Railway. Liberton (Edinburgh). Memorials and Complaints. Midland Route. Penrynwick. West Coast Route.*

*Edinburgh, Perth, and Dundee Railway.* Dispute between the Post-office and this company adverted to, *Owen* 417—Inconvenience to the public consequent upon the dispute, *Hill* 2048, 2049—Causes of the dispute referred to, *ib.* 2050, 2058.

*Egerton, Edward Christopher*, (Member of the Committee.) (Analysis of his Evidence.)—Member for Macclesfield, 601—Various complaints made to witness from the whols of the Macclesfield and adjoining districts, of the very insufficient way in which the postal arrangements are conducted, 602-612—Insecurity of the mails carried from Chelford to Macclesfield by the mail-cart; extract of a letter from a gentleman relative to this subject, 603-606, 618-620—Great circuitousness of the route between Macclesfield and Congleton, and other adjoining towns, 607-612—The Members for Macclesfield have always been accompanied in their deputations to the Post-office by the Member for South Cheshire, Staffordshire, and the Potteries, 613—It is often to the advantage of a Macclesfield manufacturer to send a special messenger to Congleton on account of the postal delay, 615.

*Egerton, Edward C. (Member of Committee.) (Analysis of his Evidence)—continued.*

Inadequacy of the letter-carriers employed at Macclesfield, 615—Total insufficiency of the pay allowed by the Post-office to a guard recently appointed, 616—Great wish on the part of the inhabitants of Macclesfield that both the day and night mails should come down by the North Staffordshire line, 617—Concurrence with Sir George Grey that there ought to be an officer unconnected with the Treasury to listen to all grievances, 621—Memorial relative to postal accommodation presented to Lord Hardwicke by the inhabitants of Macclesfield, 622-624—The mail-cart service at Macclesfield has lately been put into more respectable hands, and no complaints have since been made, 624, 625—There is no complaint against the Post-office surveyor, who, from living at a distance, does not know the wants and requirements of the district, 626-628—Viscount Canning has evinced the greatest wish to meet the postal wants of Macclesfield, &c., 629.

*Electric Telegraph.* The electric telegraph has interfered very largely with postal communications on account of messages being conveyed at so cheap a rate and so rapidly; remarks generally thereon, *ibid.* 948 et seq.—The information by the electric telegraph is given in such general terms, that persons run great risk in acting upon it, *ibid.* 946-948—The electric telegraph is not a substitute for the general purposes of foreign mercantile correspondence and information, *ibid.* 952—The telegraph is unsafe for important business, and not applicable to general correspondence, *ibid.* 959—Uselessness to the Midland Railway Company of the electric telegraph during the night, with regard to the working of the trains, *ibid.* 3448—Present inutility to Manchester of the electric telegraph with respect to news on the arrival of the foreign mails, *ibid.* 3740, 3741.

*Easton-Square Station.* See *London and North Western Railway*, 3.

*Exeter.* Evidence relative to the station at Exeter; great delay caused in changing carriages, *ibid.* 3449-3454.

Returns showing the number of minutes (if any) which the night and day mails from London were behind time at Exeter during the months of October, November, and December 1853, *ibid.* p. 582, 584—Return showing the lateness of the night mail trains from London adverted to, *ibid.* p. 2, xi.

See also *Bristol and Exeter Railway*.

*Expense.* The cost of conveyance is generally settled by arbitration, *ibid.* 1309, 1385—Expenditure of 379,000*l.* in 1853 on railway postal communication, *ibid.* 1721, 1724, 1725—Greater cost generally of carrying mail-bags than parcels, *ibid.* 1782—The proportion of income expended on the conveyance of mails in 1839 and in 1853, was respectively under thirty and over fifty per cent., *ibid.* 1842-1845—Advisableness of the rate of payment being altogether fixed by the Legislature, in order that arbitration may be avoided, *ibid.* 1958, 1959.

Reference to the expenditure of late years for the conveyance of the mails, *ibid.* 2914-2919—Impression that the conveyance of the mails is not a lucrative service to the companies, *ibid.* 3095-3097—The Post-office ought to pay in proportion to the cost; and use of the railway itself, *C. A. Saunders* 3269—Very great number of items to be considered in forming an estimate of the expense of a single train, *ibid.* 3551-3575—The general effect of railway arbitrators has been to get the highest possible price for conveyance, *Hornes* 3916.

General principle, as regards remuneration, upon which the use of railway trains should be afforded to the Post-office, *ibid.* 4248, 4249—Opinion that Parliament should say that a railway company called upon to run a train at certain hours shall be entitled to claim not more than a certain per centage upon the bare cost of the train, that per centage varying according to the hour of the day or night, and other circumstances, *Viscount Canning* 4377, 4378—Statistics of payments made to railway companies for conveying mails in the years 1851, 1852, and 1853, *ibid.* 4416, 4417.

Supplemental return to the Return No. 7 (in Appendix No. 1), laid before the Select Committee by the Post-office, showing, as regards each of the trains comprised in that list, the amount of payment made for it by the Post-office; and stating, in each case, whether the payment is made under award or under agreement, *ibid.* p. 575-581.

Principle to be observed in expenditure by the Post-office, *ibid.* p. xi—Expense should be incurred wherever additional accommodation is required, and is commensurate with the outlay, without reference to profit to the Post-office, *ibid.*

See also *Arbitration*. *Awards.* *Great Northern Railway*, 4. *London and North Western Railway*, 1. *Mail Coaches.* *Midland Railway.* *Mileage Payment.* *Newspapers.* *North Staffordshire Railway.* *Parcels*, 3, 4. *Potteries (Staffordshire).* *Special Mail Trains.* *Supplementary Mails.* *York, Newcastle, and Berwick Railway*, 3.

*Express*

## Report, 1854—continued.

**Express Trains.** Letter from Captain Galton, R.N., to the Chairman of the Committee, enclosing returns of the time tables of the express trains on the Caledonian, Chester and Holyhead, Great Northern, Lancaster and Carlisle, London and North Western, Midland, North British, York and North Midland, and York, Newcastle, and Berwick Railways, App. p. 519-574.

See also *Great Western Railway*, 2. *Special Mail Trains.* *Speed.*

**Extra Charge for Delivery.** Hardship that those living half a mile from the central and a quarter of a mile from the branch post-office at Stoke should have to pay a penny for every letter received, *Holtins* 432-434, 445, 446.—The extra penny charged for the delivery of letters is a great drawback on the increase of correspondence, *ib.* 531.

Consideration of the complaint urged by the Potteries that an extra penny is charged upon all letters delivered beyond a certain distance from the Stoke post-offices, *Page* 678 *et seq.*—There are twelve district post-offices in the Potteries; the radius from the offices in which letters are delivered free is in all cases decided by the surveyor of the district, *ib.* 678-685.—The charge for delivering letters beyond the boundary is usually a penny a mile; public complaints would prevent a postmaster charging more, *ib.* 686-694.—Every just complaint on the subject of overcharge would be duly redressed by the postmaster-general, *ib.* 708-712.

## F.

**Facilities for Conveyance.** See *Deliveries.* *Direct Mail Bags.* *Increase of Accommodation.* *Post Office.*

**Falmouth.** Circumstance of all letters landed at Falmouth being sent to London for distribution, *Hill* 1484-1485.

**Ferry Hill Station.** Explanation of the stoppage of the night mail train to Edinburgh at this station, though not required, *O'Brien* 49, 117, 118.—Stoppage of the York, Newcastle, and Berwick mail train at Ferry Hill adverted to, *Hill* 1409, 1410.

## FINES:

1. *System of mutual Fines proposed.*
2. *Objection by Railway Companies thereto.*

1. *System of mutual Fines proposed:*

It is very desirable to adopt a system of mutual fines for delays, *Jack* 1092-1096, 1143.—Unsuccessful result generally of a recent proposition made by the Post-office to the railway companies for a system of mutual fines, *Hill* 1951-1953.—Assent given by the Treasury to the proposal for mutual fines, *ib.* 2266, 2297.—Only one company has unconditionally accepted the proposal, *ib.* 2268.—Advantages of a system of penalties in connexion with one of constant inquiry into delays, *Bell* 3836-3839.

Recommendation that a system of deduction of payment for irregularity of performance of the services by the railway companies should be made matter of contract, *Rep.* p. xii, xiii.

2. *Objection by Railway Companies thereto:*

Argument opposed to a system of penalties on the companies, as proposed by the Postmaster-general, in the event of delays or irregularities, *O'Brien* 124-127; *Huish* 3105-3114, 3117.—Danger and ill-will anticipated from a system of fines, inasmuch as the companies, if liable, would levy reciprocal penalties and liabilities on their servants, *O'Brien* 126, 127.

Unfairness of one party fixing the service and levying fines upon the other party for not performing it, *Huish* 3105.—Sundry contingencies adverted to which are quite unavoidable, and which would, under a system of fines, bear very harshly upon the railways, *ib.* 3105, 3108, 3119.—Constant delay and arbitration would result from a system of fines, *ib.* 3105, 3117.—If the Post-office were to fix the speed, subject to fines, the service would not be undertaken, *ib.* 3114.

See also *Aberdeen Railway.*

**Fish.** Belief as to the use of mail trains for the conveyance of fish from Scotland, *Right Hon. D. M'Claren* 387, 388.

**Fishbourne, Joshua.** (Analysis of his Evidence).—Railway agent in Dublin, 4043-4051.—Complaint in Cork and Waterford that they have not the same advantage in their postal communication as the people at Belfast, 4052.—Satisfactory nature of the Post-office arrangements with Belfast and the north of Ireland; particulars as to the same, 4053-4055, 4063-4075.—The present state of the communication with Cork, and the south of Ireland generally, is very inconvenient; suggestion for its improvement, 4058-411—I. 0 4 4068.

## Report, 1854—continued.

*Fiddowne, Joshua.* (Analysis of his Evidence)—continued.

406a. 4077-4079—Distance of Belfast, Clonmel, Waterford, and Cork from Dublin, 4076, 4077—Importance of the communication between those places and England, 4080—Complaints as to the cross posts in the neighbourhood of Carlow, Kilkenny, and Ross; arrangement in contemplation to improve them, 4081.

The letters for the county of Kerry could arrive earlier in Tralee if the sorting offices by the way were done away with, and if the sorting were done in the railway carriage, 4082-4089—Time occupied in sorting at different places, 4082. 4089—It would be a very great convenience if there were travelling post-offices on the Irish railways, 4085-4088—(*Mr. Hill*) There is no travelling post-office in Ireland, 4086—(*Mr. Fiddowne*) Captain Huish, when in Ireland, seemed to think that there might be a more perfect two-day communication between England and Ireland, 4090. 4096-4100—Particulars as to the time of arrival in Dublin of the letters for England from the south and other parts of Ireland; time for which they remain in Dublin, 4091-4095—The English mails ought to arrive in Dublin about seven o'clock in the afternoon, and be sent to the different parts of Ireland by the out night mail, 4101-4107.

## FOREIGN AND COLONIAL MAILS:

1. *Complaints as to the mode of Transmission on Arrival in England; Remedies suggested.*

2. *Explanations by the Post-Office Authorities.*

1. *Complaints as to the mode of Transmission on Arrival in England; Remedies suggested:*

Evidence in detail, with reference to the delivery at Liverpool of the letters brought to Southampton by the Transatlantic and West India steamers, *Booth 887 et seq.*—Circumstance of the West India mails having arrived at Southampton three times in the course of this year, in time for the London mail on Friday evening, whilst the letters for Liverpool did not arrive till Saturday evening, thus virtually giving the London merchants a fortnight's advantage over those at Liverpool, as the outward mail left on Monday; proposals for remedying this grievance, *ib. 887 et seq. 888-895*—If the letters were sorted at Southampton, and the bags for the north and Liverpool sent off in the evening, in lieu of being first sent to London, and then sorted, this evil would in a great measure be removed, *ib. 889 et seq.*

Table delivered in, showing the relative distances from Liverpool and Southampton to various large towns in the kingdom, thereby proving, with one exception, that if all the letters by sea were brought to Liverpool they would be delivered all over the kingdom much sooner than at present, *Booth 884. 936 et seq.*—The importance of letters from the East and West Indies, &c. fully justifies the people of Liverpool in expecting a direct conveyance to the north, *ib. 887*—The letters of the Liverpool merchants by the West India mails should be delivered in the morning, the same as in London, *ib. 899 et seq.*—Great advantage if the continental and Indian letters were forwarded from Dover to Reading, and thence to Liverpool, instead of being first sent to London, *ib. 912-920. 956, 957*—Inconvenience of the mails arriving at Liverpool in the middle of the day, as tending to distract attention from the general business, *ib. 913. 920.*

Liverpool is not so deeply interested in the West India mails as London, *Booth 933. 935*—The midland counties are equally affected by it as Liverpool, *ib.*—Great saving of time would be effected if a post on the western coast of Ireland were adopted for landing the mails from across the Atlantic, *ib. 933-941*—Inutility of the present West India mail service, letters being received from the foreign West India Islands through America ten days sooner than by these mails, *ib. 941*—Case relative to the shipping of ballion, in illustration of the great hardship to the Liverpool merchants of the present system of transmission of the mails from Southampton, *ib. 953.*

Great importance of the Continental and East India correspondence which passes through France, *Bowring 1027-1030*—The inland letters are very few as compared with the foreign letters which come by the day-mail from London to Liverpool, *ib. 1031-1033*—Suggestion that the foreign mails be transmitted direct to and from their ports of arrival and departure in England, *ib. 1157*—The Bristol letters form an important part of the West Indian mail, *ib. 1170.*

Great inconvenience and grievance to Liverpool foreign merchants in the time now lost in transmitting the mails from the Continent; alterations suggested, *Zwischenhart 3690 et seq.*—The inconvenience is chiefly confined to the out mails, *ib. 3693, 3694.*—Importance to the northern towns of having a direct communication upon the arrival of the foreign mails at Southampton and Dover, *ib. 3705-3707.*

Witness agrees with Mr. Zwischenhart in his principal objections to the present mode of postal communication with the continent, *Borthman 3734, 3735. 3748*—Suggestion that all letters should not be centralized in London, but should be sent forward by direct railways when it is possible to do so, *ib. 3738 et seq. 3767-3775*—The amount of postage paid by Liverpool and Manchester is not a fair criterion to take, *ib. 3743*—Although the route *via* Dover, Reims, Reading, and Oxford to Manchester be longer than

## Report, 1854—continued.

## FOREIGN AND COLONIAL MAILS—continued.

1. *Complaints as to the Mode of Transmission on Arrival, &c.—continued.*

than the route through London, it would not cause anything like the delay occasioned by the latter route, *Boothman* 3750-3759.—The Post-office ought to provide special trains if the packets do not arrive punctually, *ib.* 3760.

2. *Explanations by the Post-Office Authorities :*

A large staff would be required at Southampton to prevent foreign letters for Liverpool being sent to London to be sorted, and then forwarded to Liverpool for delivery; unavailability of such staff on account of the enormous expense, *Boothman* 2502-2507, 2558-2559.—Uncertainty of the arrivals of foreign mails as shown on 2 July last, at the London office, when there were 668,000 letters to be sorted, and when 600 persons were employed, *ib.* 2507.—Average number of letters brought by each mail to Southampton, and number of mails per month, *ib.* 2508, 2509.—Regulations at the Post-office at Southampton with regard to forwarding colonial mails to the interior, *ib.* 2510.

Average of the arrival of mails in London during the past year, by which the Peninsular letters for Liverpool could only have been delayed three times, and the West Indian mails twice, *Boothman* 2511-2514.—The latest hour of the arrival of a letter from Southampton which would be despatched to Liverpool, is four o'clock, *ib.* 2520-2527, 2571-2573.—Great expense of a direct postal communication between Southampton and Liverpool, *ib.* 2547.—In the event of letters being directed from the West Indies to Liverpool "direct" or to other large towns, a bag would be required from each island to each of such towns, *ib.* 2548-2553.—Remarks generally relative to the adoption of a direct communication from Dover to Liverpool and Manchester; opinion that it would be too expensive, *ib.* 2574-2586.

The mails from Southampton have arrived on eight occasions during the year too late for the departure by the evening mail to the North, *Boothman* 2624-2627.—On forty-six occasions during the year, the London merchants have had the advantage of the Liverpool by one day, and on 29th they were delivered simultaneously at both places, *ib.* 2628-2635.—Evidence generally relative to the proposed mail direct from Dover to the North; to meet this mail separate branch communications to all the different towns would be required as well as additional staffs to receive and distribute the letters, *ib.* 2634-2654, 2675-2687.—Great risk of errors if special boxes were made up in Bombay, and the colonies for the principal towns in England and Scotland; small saving of time by this means, *ib.* 2689-2694.

Increased accommodation to the public in the foreign and colonial mails being now made up oftener than formerly, *Vicount Canning* 4333-4337.—Statement of the several improvements effected in the foreign colonial department of the Post-office within the last two years, *ib.* 4455.

See also *Australian Mails*. Bristol, 1. 3. *Colonial Letters*. Dover. *Falmouth, French Mail*. Liverpool, 2. *North American Mail*. *Overland Mail*. *Sorting*.

*Forfar*. Return of the hours at which the night mail trains running between London and Aberdeen arrived at Forfar during the months of October, November, and December 1853, *App. p.* 445-450.—Similar return as to the day mail, *ib.* 456-461.

See also *Aberdeen Railway*.

*France*. Course pursued in France to obtain direct and speedy postal communication between important places, *Zwischenbart* 3709-3712.—Mode of paying for the conveyance of the mails on the railways in France, *ib.* 3717-3719.—Lower rates charged in France for the heavier packets conveyed by post, *Hill* 4194-4199.

*French Mail*. The French mail is sent to London immediately on its arrival at Dover; the Dover portion having already been sorted in France, *Boothman* 2530-2532.—Suggestions relative to the postal communications between Paris and Liverpool via Dover; inconvenience of the present arrangements, *Zwischenbart* 3690 *et seq.*—The cost of witness's postage between Liverpool and Paris was upwards of 1,200 *l.* a year under the old system, *ib.* 3695-3697.—Course of the mail from Paris to Manchester, *Boothman* 3796-3801.—Circuitous route from Paris to London, *ib.* 3804-3809.

Return showing the hours at which the French mail bags were due and arrived by railway at the London Bridge Terminals during the months of October, November, and December 1853; *App. p.* 480.

See also *Dover*. *Foreign and Colonial Mails*.

*Frequent Deliveries*. See *Deliveries*. *Increase of Accommodation*. *Metropolitan Delivery*.

## Report, 1854—continued.

## G.

*Gatehouse.* See *Kirkcudbright*.

*General Contracts.* Companies with whom general contracts have been made, *Hill* 2311, 2312—Nature of these contracts, *ib.* 2313-2315—Advisableness of discretion in the Postmaster-General as to the nature of the contract to be entered into with any company, *ib.* 2316, 2317.

*General Post-Office (London).* Half of all the letters written pass through the London Post-office, *Hill* 2089—Want of accommodation in the General Post-office adverted to, *ib.* 2228—The present staff in the Inland and Foreign Department is from 900 to 1,000 altogether, *Bokenham* 2718—Statistics of the increase of business in the London Post-office during the years 1852 and 1853, *Viscount Canning* 4312-4326.

Statistics of the number of letters received at and despatched from the secretary's office on various subjects in 1852 and 1853, *ib.* 4316-4323—Statistics of the number of minutes on various subjects laid before the Postmaster-general by the secretary and assistant secretaries, *ib.* 4325.

See also *London. Metropolitan Delivery. Post-Office. Staff (Post-Office). Weight of Mails.*

*Glasgow.* Reasons for a comparison by witness of the present route to Glasgow with that proposed via the Great Northern Railway, *Hill* 1555-1557—Decided advantage of the western over the eastern route to Glasgow, *ib.* 1699; *Huish* 2950-2964—With respect to rural parts about Glasgow, &c., the arrangements are generally made through the surveyor of the district, *Hill* 2318, 2319.

Return of the hours at which the night mail trains running between London and Aberdeen have arrived at Glasgow during the months of October, November, and December 1853, *App. p.* 445-450—Similar return as to the day mail, *ib.* 456-461.

*Gloucester.* Irregularity of the trains on the Gloucester Branch Railway from various causes, *C. A. Saunders* 3168-3170—Complaints of delays at Gloucester adverted to, *Hill* 4291.

*Gradients.* Slight extent to which, on the whole, the gradients may be in favour of the east coast route to Edinburgh, *Huish* 2862-2865, 2929-2933, 3154—Gradients have less to do with speed than is generally supposed, *ib.* 2929, 3124—The gradients and general formation of the Great Western line are favourable to rapid travelling, *C. A. Saunders* 3156-3158—Superiority of the gradients and curves on the Midland line to those on the Great Northern, *Alport* 3317, 3334—The gradients and curves are not more unfavourable on the Bristol and Exeter than on other lines, *Badham* 3422.

*Graham, Sir James.* Sound principles upon which, on a certain occasion, Sir James Graham acted as umpire in a case of arbitration, *Huish* 3038, 3063.

*Grantham.* Circuitous route of the postal communication with Grantham, on account of the Great Northern line not being used, *Clarke* 2377, 2378.

#### GREAT NORTHERN RAILWAY:

1. *Evidence generally in favour of the Use of this Railway for the Conveyance of Mails to the North.*
2. *General Objections to the foregoing Proposition.*
3. *Speed and Regularity of the Trains considered; Returns thereon.*
4. *Increased Expenditure necessary.*
5. *Consideration of the Question by the Committee.*

1. *Evidence generally in favour of the Use of this Railway for the Conveyance of Mails to the North:*

Saving of time to be effected by sending the mail to York and the North over the Great Northern Railway, *O'Brien* 27-48—Evidence in favour of the Great Northern route as the most expeditious for the conveyance of the mails to the North, *Sir G. Grey* 252, 258, 281-283, 299-306—Complaints as to the mail from Edinburgh to London being two hours and a half shorter by the western than by the eastern coast, on account of the latter route from York not being over the Great Northern line, *Right Hon. D. McLaren* 342-344.

Equal facilities on the Great Northern line to York, and on the route via Derby, with regard to speed and safety, *Clarke* 2357, 2358, 2366—The Great Northern route is shorter by twenty-nine and a half miles, *ib.* 2359—Less time, by two hours and fifteen minutes, taken by the Great Northern evening express than by the mail train via Derby, *ib.* 2360, 2361—Feasibility of running a mail train on the Great Northern line to York in the same time as the express, *ib.* 2362-2365—Any acceleration possible on the Midland line is equally so on the Great Northern line, *ib.* 2366.

Advantages



## GREAT NORTHERN RAILWAY—continued.

## 1. Evidence generally in favour of the Use of the Railway for the Conveyance of Mails to the North—continued.

Advantages for postal purposes of the Great Northern train from York at 8.40 P.M. to London, *Clarke* 2369, 2373, 2374—Nine-tenths of the passengers between Edinburgh and London travel by the Great Northern line, *ib.* 2370, 2371—Trains of the Great Northern Company now at the disposal of the Post-office, *ib.* 2374—Evidence showing the several towns east and west of the Great Northern line which are now served respectively through the means of the Eastern Counties Railway and of the London and North Western Railway by a system of mail carts and foot messengers, *ib.* 2375-2379—Inconvenience suffered by the several trains explained, *ib.* 2378-2397—The whole of the trains and district referred to might, with advantage and economy, be served by the Great Northern Railway, *ib.* 2380-2382, 2438, 2444.

The Great Northern Company do not wish for any transfer to their line of the mails from the Western or Midland route, but merely for an extra service between London and York, *Clarke* 2417, 2418, 2437—Convenient hour in the morning at which the train from York offered to the Post-office would arrive in London, *ib.* 2430-2432—No new train need be run north of York, as the bags via Tamworth and Derby could be taken on by a passenger train, *ib.* 2434—Earlier and more satisfactory delivery of the mail in the towns south of York, if a night mail went along the Great Northern line, *ib.* 2445-2448—Express trains now on the line, *ib.* 2459—Number of carriages sent by the Great Northern night trains, *ib.* 2482, 2483—Practicability of a speed of 44 or 45 miles at night on the Great Northern line with ten passenger carriages accompanying a mail, *ib.* 2484-2489.

## 2. General Objections to the foregoing Proposition:

Doubts as to more than an hour being saved between London and York if the Great Northern instead of the Midland route were adopted, the former being only thirty miles shorter, *Hill* 1579-1583—Equal amount of correspondence delayed or benefited, if the Great Northern line be used for the night mail, *ib.* 1604—Understanding that the Irish letters are not proposed to be taken via the Great Northern line, *ib.* 1605, 1606—If the night mail be run along the Great Northern railway, every portion of the present service must still be retained, *ib.* 1683, 1684—Great inconvenience of accelerating the Irish and West of England letters, so as to tally with a night mail over the Great Northern line, *ib.* 1703-1710.

Explanation as to the greater number of passengers travelling between Edinburgh and London by the Great Northern, than by the other route, *Halek* 2947, 2998, 2999—Reference to Mr. Seymour Clarke's evidence (*Q.* 2417), as advocating a mail train between London and Edinburgh for the London and East Coast correspondence, without reference to the West of England letters, *ib.* 2958—It is about twenty-eight miles nearer to York by the Great Northern than by the Midland line, *Allport* 3319.

Memorandum by Mr. Rowland Hill on the proposed use of the Great Northern Railway, containing sundry objections against the proposal, *App. p.* 498-505.

## 3. Speed and Regularity of the Trains considered; Returns thereon:

Greater average regularity of the Great Northern day mail to Newcastle than of the night mail via the Midland line, in the month of November last, *Hill* 1538-1543—Greater speed of the Great Northern train during the same month, *ib.* 1544-1549.

During the months of October and November 1853, the express train from London at 9.30 A.M., was on an average only three minutes late daily, *Clarke* 2344-2346—The same train on an average of twenty-seven journeys in March 1854 was four minutes late, and on an average of twenty-two journeys in April, ten minutes late; table showing the actual running of this train during March and April, and its time of arrival daily at York and Edinburgh, *ib.* 2349-2351; and *Ex. p.* 209—Table showing the actual time kept by the fast night train leaving King's Cross at 9.15 P.M., and due at York at 2.40 A.M., during March and April 1854; the average of twenty-seven journeys in March shows that the train was four minutes before time at York, and of twenty-seven journeys in April, that it was four minutes behind time, *ib.* 2353-2355; and *Ex. p.* 210.

The rate of speed of the 9.15 P.M. train from King's Cross could hardly be increased with safety, but may be kept with punctuality, *Clarke* 2367, 2368—Causes for the greater punctuality of the Great Northern train in March and April last, than in November 1853, *ib.* 2391-2393—Greater speed on the whole of the Great Northern trains than of the trains on the Western coast; causes thereof, *ib.* 2403, 2405, 2406, 2408-2410—Compilation from the records of the guards of the return of the running of the day mail on the Great Northern line in March and April, *ib.* 2475, 2476.

Explanation of the difference between the tables handed in by Mr. Seymour Clarke and by witness, relative to the delay of the Great Northern morning train at York during last April, *Hill* 4109, 4140—Lateness on the Great Northern line in June 1854, *ib.* 4148.

## Report, 1854—continued.

## GREAT NORTHERN RAILWAY—continued.

3. *Speed and Regularity of the Trains considered; Returns thereon*—continued.

Return showing the hours at which the mail bags were due, and were delivered at the King's Cross termini, for transmission by railway, during the months of October, November, and December 1853, *App. p. 475*—Time tables of express and fast trains between London and Edinburgh for April 1854, *ib. 532*—Tables showing the actual time kept by the express and fast trains respectively running over the Great Northern line to and from Edinburgh, during October, November, and December 1853, *ib. 534-538*

4. *Increased Expenditure necessary:*

Additional outlay of only 7,000 *l.* a year, if the mails to Newcastle, &c., be sent by the Great Northern Railway, *Albansen 204*—This outlay would in time be surpassed by the consequent increase of receipts, *ib. 204*—The probable reason for the refusal of the Postmaster-general to adopt the Great Northern route is that of increased expense, *Sir G. Grey 259*—Expediency of the Post-office providing reasonable accommodation, notwithstanding the expense involved, *ib. 259, 280.*

Examination to the effect that the additional expense of using the Great Northern Railway for the conveyance of the night mails, to and from Edinburgh, would be about 33,000 *l.* per annum, *Hill 1624-1650; 1670-1673; 1679-1686*—Moderate sum paid per mile for the day mail on the Great Northern line, *ib. 1627, 1628*—Offer made in August 1853 by the Great Northern Company to carry the night mails to York; reply of the Post-office thereto, *ib. 1625-1633; 1636, 1645-1648*—Conditions annexed to the offer of the Company which rendered its acceptance idle, *ib. 1632, 1635, 1636; 1639-1644*—The service to Edinburgh by the Great Northern line would cost about 14,538 *l.*, if the several companies would only charge 1 *s.* a mile, *ib. 1670*—Reference to an offer by the Great Northern Company in March 1851, to place a train to and from York at the control of the Post-office for 3 *s.* 3 *d.* per mile, or 25,000 *l.* a year, *ib. 1692-1697, 1700*—Impolicy of expending 33,000 *l.* (or probably more) in running a mail train to Edinburgh, over the Great Northern line, for the sake of the London or other correspondences, *ib. 1716, 1717.*

Explanation of the evidence of Mr. Hill (*Q. 1366*) as to communications between the Post-office and the Great Northern Company, relative to the use of a night mail from Edinburgh to London, *Clarke 2369-2374*—Calculation that Mr. Hill's estimate of 33,000 *l.* a year additional expense for an up and down night mail, via the Great Northern, is considerably over calculated, *ib. 2411-2416*—Offer made by the Great Northern Company in 1853 explained, *ib. 2411-2413; 2421, 2422; 2430-2432*—No impediments as to price or general arrangements would take place if the Post-office should decide on using the Great Northern line for the night mails, *ib. 2416-2433*—Explanation upon the offer to carry mails at a high rate of payments (3 *s.* 3 *d.* per mile) made by the Great Northern Company in 1851, *ib. 2419, 2420; 2427-2429.*

5. *Consideration of the Question by the Committee:*

Resumé of the evidence for and against the adoption of the Great Western route for the conveyance of the London mail to Newcastle, &c., *Rep. p. v-vii*—Shortness of this route adverted to; greater acceleration obtainable than by the Midland route, *ib.*—Reference to the great inconvenience and additional expense anticipated by Mr. Hill, if the London mails and the mails from the West of England, Ireland, &c., be sent over the Great Northern line instead of over the London and North-western and Midland lines, *ib. vi.*

See also <i>Centralization of Mails.</i>	<i>Circuitous Routes.</i>	<i>Coal Traffic.</i>	<i>Down-</i>
<i>center.</i>	<i>East Coast Route.</i>	<i>Eastern Conduits.</i>	<i>Edinburgh.</i>
<i>Hitchin.</i>	<i>Huntingdon.</i>	<i>Irregularities and Delays.</i>	<i>Junctions.</i>
<i>Knottingley.</i>	<i>Mail Carts.</i>	<i>Newark.</i>	<i>Newcastle-on-Tyne.</i>
<i>Peterborough.</i>	<i>Traffic.</i>		<i>North-east Coast.</i>

*Great Southern and Western Railway.* The highest rate paid per mile is that of 4 *s.* 6 *d.* for a night mail on the Great Southern and Western Railway; reasons for this award, *Huish 3077-3079*—With respect to the high remuneration to the Great Southern and Western Company, and the slowness of the trains, witness doubts the expediency of a power in the Post-office to require a greater speed, *ib. 3077-3084.*

Slowness of the mail train on the Great Southern and Western Railway adverted to, *Viscount Bernard 3657-3662*—It would be a great benefit to the whole of the South and West of Ireland if the mail trains on that line were accelerated, *ib. 3663*—Desirableness of accelerating the mail train on the line between Dublin and Limerick and Dublin and Cork, *Herbert 3666*—Contemplated acceleration of the mail on this line; effect thereof, *Page 4109 et seq.*

Returns of the number of passengers conveyed, and the amount of earnings on this railway during the year 1853, distinguishing the number of passengers carried, and the amount of money earned by the 7.30 p.m. mail train from Dublin, and the 9.45 p.m. mail train from Cork, *App. p. 606.*—See also *Travelling Post-offices.*

GREAT



## Report, 1854—continued.

## GREAT WESTERN RAILWAY—continued.

## 2. Manner in which the Mail Service is performed, &amp;c.—continued.

to, *Rep.* p. xi—Reference to the causes to which Mr. Saunders attributes the delays of the mail train on the Great Western line, *ib.*

See also *Acceleration*, 2. *Alteration of Service.* *Bristol.* *Parcels.* *Robberies of Mails.* *Speed.* *Stoppages.*

*Greenhill Station.* Return of the hours at which the night mail trains running between London and Aberdeen arrived at Greenhill during the months of October, November and December 1853, *App.* p. 445-450—Similar return as to the day trains, *ib.* 456-461.

See also *Acceleration*, 2.

*Grey, The Right Honourable Sir George, M. P.* (Analysis of his Evidence.)—Resides in the northern division of Northumberland, 236—Represents the postal wants of the district from Acklington to Berwick, a distance of thirty-eight miles, 237—Complaint from this district as to the circuitous route by which the mail is conveyed from London, *ib.*—Complaint also as to the situation of the local post-offices of Alnwick and Belford, and the mode of distributing the letters; the same explained and illustrated, 237-251—Employment of foot messengers to distribute the mail throughout the district, adverted to; increase of these messengers recently, 238-242. 251—Still greater inconvenience to the district with regard to the postal communications with Edinburgh and the north, 243. 244.

Evidence in favour of the Great Northern route as the most expeditious for the conveyance of the mails to Newcastle and the north, 252. 258. 281-283. 299-306—Great dissatisfaction in the Tweedside district at the retention of the Midland route, 252. 284. 285—Suggestion that two or three additional post-offices, besides that at Alnwick, be established along the line between Newcastle and Berwick, 253-255. 270-274—Great convenience if there were a travelling post-office on the line beyond Newcastle; suggestion on this point, 255-258—(Sir G. Grey and Captain O'Brien.) There is no travelling post-office north of Newcastle, 259. 260. 262. 265. 266—No memorials have been presented to the Post-office for a travelling post-office further north on the line, 260. 261.

(Sir G. Grey.) Explanation as to the non-presentation of memorials from the district represented by witness, 267—This district is not very populous, 267. 275—Acceleration of the mail train last year adverted to, 268—The probable reason for the refusal of the Postmaster-general to adopt the Great Northern route is that of increased expense, 269—Expediency of the Post-office providing reasonable accommodation, notwithstanding the expense involved, 269-280. 294—Populous and important character of the district immediately north of Newcastle, 275. 286-291—The further from London, the more important is a gain of a few hours, 278-280.

Feasibility of arrangements by which the letters from the east of England might be brought on to the Great Northern line; great change necessary, 281. 282—Circumstance of letters to Northumberland from the east of England not being sent by the Great Northern line, 281. 305. 306—Relative importance to the North of the London and of other correspondence, 283. 302-306—Belief as to conveyance at present of the mails from London to Edinburgh by the west route, 292. 293—Insufficiency of the inquiries made by the district surveyors in the event of representations to the Postmaster-general as to deficient postal arrangements, 294-298. 313.

Course pursued by the Post-office in the event of memorials for local sub-offices, 294-297—Recommendation that either the Postmaster-general or his secretary have a seat in the House as the best medium of answering complaints, 297. 298—Expediency of the mail being conveyed by the most direct route, even though a few hours might be gained by accelerating the route *via* Derby, &c., 299-301—Irregularity of the mail since the acceleration of the train to the north in 1853; 300. 308—Greater punctuality recently in the conveyance of this mail, 308-312—Punctual travelling generally of the quick train along the Great Northern line to Edinburgh, 310.

*Guards (Post Office).* See *Carriage Accommodation.* *Chelford to Macclesfield.* *Potteries (Staffordshire),* 1. 2. *South Wales Railway.* *Supplementary Mails.*

## H.

*Haggerston (Northumberland).* Defective nature of the postal arrangements as connected with the post-office at this place, Sir G. Grey 247-250. 271-274.

*Harvest, Major Henry Drury.* (Analysis of his Evidence.)—Has acted as arbitrator between the Post-office and Railway Companies on several occasions, 3004—Particulars as to the arbitration in 1842 between witness for the Post-office and Mr. Saunders for the Great Western Railway; the difficulty and delay did not arise on the part of the

## Report, 1854—continued.

*Harris, Major Henry Drury.* (Analysis of his Evidence.)—continued.

the Post-office, 3905, 3906—Evidence relative to another arbitration on account of the Great Western Company between witness and Mr. Brunel; great delay caused by the latter never being ready to attend to the business, but not by as regards the direct appointment of the umpire; copy of a letter written by witness to Mr. Brunel on the subject, 3906, 3918, 3974.

Principle on which witness has usually conducted arbitrations on behalf of the Post-office, 3906\* *et seq.*—Reference to the first arbitration before the Railway Mail Act was passed between witness and Mr. Robert Stephenson, engineer of the London and Birmingham Railway, 3906, 3907, 3970—Witness does not recognise the claim of railway companies to any allowance for interference with their passenger traffic, 3912-3915, 3961—The general effort of railway arbitrators has been to get the highest possible price, 3916—Proper mode of appointment of umpires considered, 3917-3924, 3940-3943—Desirability of having umpires named by a Judge, 3917-3924—Umpires are usually taken from Members of either House of Parliament, or men holding some high position, 3925, 3926.

Belief that if the umpire took the figures put before him by the Post-office arbitrator, the railway company would never be either short paid or losers by carrying the mails; case in point, 3927, 3928—Chief cause of difference in the arbitrations between the Post-office and Railway Companies, 3929-3932—Particulars as to the course pursued at an arbitration in hearing evidence, &c., 3932-3938—Arbitration must always be fair, provided it is in fair hands, 3939—The difference is very slight in the expense of engine power as regards a heavy or a light train, 3944, 3945, 3947, 3948—Railway companies object to any deduction on account of the passengers from the charge for the locomotive power of a mail train, 3946.

The Post-office cannot order a speed greater than that of the first class trains of the company, therefore no allowance is made for greater wear and tear, 3949-3958—Witness has not acted as an arbitrator for the last seven years, 3959, 3960—The carrying of parcels by the Post-office is an important element to be considered in fixing the amount of an award, 3962-3967—Further reference to the principle acted upon by witness in his arbitrations, 3968-3970, 3972, 3973—The Post-office has not on any occasion but one, upset the decisions of the umpires, 3971—Explanation as to the opening of an award in the case of the Great Western Company, *ib.*—There is no power given to enlarge the time for making an award, 3972.

*Heavy Trains.* See *Size of Trains.**Hebert, Henry Arthur, M.P.* (Analysis of his Evidence.)—Inconvenience to the county of Kerry, more especially to Tralee, on the delay attendant on the present postal arrangements, 3864—An acceleration is greatly wanted between Malton and Tralee, 3864-3866—Desirableness of accelerating the mail train on the line between Dublin and Limerick, and Dublin and Cork, 3868.*Hill, Rowland.* (Analysis of his Evidence.)—Secretary to the Post-office, 1241—With reference to complaints from Newcastle, &c. against the conveyance of the mails by the Midland route, witness refers to a memorandum (App. p. 493-505) prepared by him, and stating fully the reasons for the non-adoption of the Great Northern route, 1243-1245—A main objection to this route is the difficulty with regard to the western mails for the North, 1244, 1246—Objection on the score of the Irish day mail, which cannot be accelerated so as to meet a night train passing over the Great Northern line, 1245-1255—Present course of the Irish correspondence with Edinburgh, Glasgow and other places, 1247-1252—Inconvenience to Bristol and other places if for the sake of passing over the Great Northern route, the letters thence should be despatched earlier, 1255-1260.

Evidence opposed to Captain O'Brien's statement that considerable delay arises from the centralization at Tamworth, and not any from the conveyance over the York, Newcastle and Berwick line, 1261 *et seq.*—Reference to Captain O'Brien's tables as showing a small degree of average irregularity over his line, 1264-1270—A low degree of average regularity quite consistent with a high degree of irregularity in the train of each day, 1264-1270, 1276-1278, 1319-1324—Tables delivered in and explanation thereon relative to the running of the night mail trains over portions of the York and North Midland, and York, Newcastle and Berwick Railways during November last, 1271-1291; and *Ev.* p. 117, 118—The line from Normanton to York is worked by the same Committee of Directors as the line on to Berwick, 1273-1330.

Delays incurred during November from Normanton to York, 1275, 1276—Different modes in which the tables of witness and of Captain O'Brien have been prepared and calculated, 1277, 1280-1282, 1330-1334, 1339-1341—Delays in the portion of the line from York to Newcastle, 1279-1285—Saving of time effected between Newcastle and Berwick, so that there has been no delay in the average running from Normanton to Berwick, 1287-1291—Circumstance of lesser speed being required north of Newcastle, 1291-1294—Delay of the up-mail train from Newcastle to York, 1295-1297—Also

## Report, 1854—continued.

*Hill, Rosland.* (Analysis of his Evidence)—continued.

between York and Normanton, 1298—Average loss during November of twenty-four minutes daily between Berwick and Normanton, *ib.*—Circumstances of there being far greater delay in proportion between Normanton and York, than between London and Normanton, 1299-1301. 1307, 1328. 1330. 1337, 1338.

Whenever there is any important delay on the York and Berwick line, a complaint is made by the Post-office, 1302—The delays are entirely owing to the Railway Company, 1303—The Company have attributed the delay to the high rates of speed required over their line, 1304—The cause of the delay is really the unnecessary length and weight of the trains; statement of the Company on the subject, 1305-1308—Nature of the contract, or award by umpire, recently made under Act of Parliament between the Post-office and the York, Newcastle and Berwick Company, 1309-1317—Payment generally is settled by arbitration, 1309. 1385—The total yearly amount of the service for two mail trains daily each way between York and Berwick, has just been fixed at 27,859 *l.* 12 *s.* 6 *d.*, the previous award having been only 9,216 *l.*; 1310, 1311.

In fixing the rates of speed over different portions of the line to Berwick, the Post-office took the speed of an actual train, and made some alterations with the concurrence of the Company, 1315, 1396. 1375-1377. 1409, 1410. 1414-1420—Greater liability to irregularity where the speed is high, 1399-1421—The irregularity is greatest on the line from Normanton to York, which is under the same management as the York, Newcastle and Berwick line, 1330—(Mr. Page.) It is twenty-four miles from Normanton to York, 1331—(Mr. Hill.) Checks upon arrivals, &c., kept by the Post-office and by the Railway Companies, 1332-1336—Slowness of any delays arising through the delivery of the mail bags at the stations, 1342, 1343—(Mr. Page.) The first award to the York, Newcastle and Berwick Company was dated ten or twelve years ago, the present award having only just been made, 1344, 1345.

(Mr. Hill.) The increased weight of the mail of late years chiefly arises from additional letters and newspapers, 1346-1350—Book parcels do not add much to the weight, 1347. 1350, 1351—Inspection of the Post-office giving any account of the weight of mails at different periods, 1348, 1349—Newspapers form nine-tenths of the weight of the London mails, 1349—Slight number of very heavy letters sent by post, 1352—Anything might have been sent by post before the introduction of the penny postage, 1352, 1353.

Extent of acceleration gained between Newcastle and London through the alteration in 1853; 1364-1367—Feasibility of further acceleration and less irregularity on this route, 1368, 1369—Comparative regularity at present of the down night mail from London by the western coast, 1368. 1369, 1369—Returns showing the average lateness of the down night mails at the principal stations on the western route and on the eastern route, during the months of November 1853 and April 1854, *See p.* 125—Average lateness in the arrival at London of the up night mail during the same months, *ib.*—Satisfactory improvement in the arrivals of the up and down mails by the west and east routes in April as compared with November, 1359—More liability to delay in the winter than the summer months; reference to Captain O'Brien's evidence hereon, 1360, 1361. 1365—Causes of the improvement since November in the arrivals of the mail trains; erroneous statement of Captain O'Brien on this point, 1362-1366. 1424. 1428, 1429.

The high mail speed required over any portion of the York and Berwick line is not incompatible with safety or punctuality, 1370-1375. 1380, 1381. 1419, 1420—Regulations under which the rate of speed may be decided; discretion of the Post-office and of the companies in the matter, 1376-1380—A night mail train may be run at the same speed as an express day train, allowance being made for stoppages, 1380-1382—High rate of payment per mile received by the York and Berwick Company in proportion to the cost of locomotion, 1383, 1384. 1387-1389—Belief that, as a rule, there has not been greater irregularity where there is greater speed, 1388. 1422, 1423.

Evidence to the effect that any delay at Euston-square in starting is not attributable to the Post-office vans being behind time in arriving there, 1390-1399—Practice as to placing the mail bags in the train, 1399—Belief that the responsibility of depositing the bags in the carriages rests with the railway companies, 1400-1404—At Euston-square this duty is performed by the railway porters, who are paid for it by the Post-office, 1400-1403—(Mr. Page.) Instance of a refusal on the part of a servant of the London and South Western Company to load the bags, 1405, 1406—(Mr. Hill.) Willingness generally of the railway companies to concur with the Post-office as to the practice of depositing the mail, 1405. 1407, 1408.

Stoppage of the York, Newcastle and Berwick mail train at Ferry-hill adverted to, 1409, 1410—Further particulars as to the course pursued by the Post-office before the acceleration of the mail train over this line in June 1853; 1410. 1414-1416—Circumstances of the Company having subsequently proposed (with the sanction of the North British Company) to continue the same speed on to Edinburgh, 1410. 1416-1418—Acceleration

*Hill, Rowland. (Analysis of his Evidence)—continued.*

—Acceleration still contemplated south of Newcastle, 1411-1413.—Extent to which the centralization at Tamworth may occasionally cause irregularity in the down mails; correction of Captain O'Brien's evidence herein, 1425-1439. 1506-1510.—(*Mr. Hill and Mr. Page.*) Description of the junctions at Tamworth and of the arrangements for the regulation of the several mails meeting there, 1428-1442.—Great importance of the correspondence *via* Tamworth and Derby northwards, 1440-1443.—Objections under existing arrangements to any other route than the present for the conveyance of this correspondence, 1444-1446.

Arrangements contemplated for the acceleration generally of the mails to the North, 1446 *et seq.*—Contemplated acceleration of the mails from London and the West of England to Tamworth, 1448. 1453. 1458-1460.—Negotiation going on between the Post-office and the companies on the western route between London and Edinburgh and Glasgow for the use of a fast train devoted exclusively to the mails, 1448. 1449.—Contemplated arrival of the down mail at Newcastle at 6h. 7m. A.M. instead of at 7 A.M., by an acceleration south of Normanton, and without any increase of speed between Normanton and Newcastle, 1450-1453. 1461-1468.—The Irish letters, and nearly all letters north of Crewe, will join the mail for Newcastle at Normanton without first coming to Tamworth, 1453-1457.—Non-disturbance of any existing accommodation by the proposed acceleration to Tamworth, &c., 1458. 1468.

If the London mail to Newcastle, &c., went over the Great Northern line, new and expensive arrangements for the Irish and West of England, &c., correspondence would be necessary, 1469. 1470. 1487-1494.—The London mail might be received earlier by the Great Northern route at the cost of a delay of the West of England and other important correspondence, 1471. 1483. 1484.—Comparative unimportance of the correspondence between the east coast and Newcastle which would pass over the Great Northern line; list of 32 towns on the Eastern Counties which supply Newcastle with only 1,300 letters weekly out of 65,000; 1471-1482.—(*Mr. Page.*) Manner in which these towns were selected, *Ex. p.* 127.—(*Mr. Hill.*) Circumstance of all letters loaded at Falmouth being sent on to London for distribution, 1484-1486.

Probability of the contemplated acceleration to Tamworth and the north being punctually maintained, 1495. 1500-1502. 1535.—Expediency of the companies being ready to grant, or of the Post-office being enabled to require, a limitation of the size of the train, as conducive to speed and regularity, 1495. 1520. 1521. 1528. 1539.—Facilities for delivery at Newcastle before 9 A.M. under the contemplated arrival at 6h. 7m. A.M., 1496-1505.—With respect to the delays at Tamworth from any cause a statement will be prepared for the Committee, 1506. 1510.—Witness is not aware of any complaints by the Post-office relative to delays at Tamworth as caused by the railway companies, 1508. 1509.—(*Mr. Hill and Mr. Page.*) Particulars as to the proposed running from Crewe to Normanton; rate of speed contemplated, 1511-1516.—(*Mr. Hill.*) High rate of speed to be obtained over the Midland line from Bristol to Tamworth expressed, 1517-1519.

The expense of exclusively mail trains would be decided by the umpires, 1523. 1530.—It would be better for the Legislature to lay down a certain principle for assessing the cost of an exclusively mail train; such principle defined, 1523. 1525-1527. 1530.—The Post-office should have power to require the use of trains for mails only, 1523. 1524.—Refusal of the companies to work the proposed mail trains at 40 miles an hour including one stoppage, 1531-1533.—Improbability of greater punctuality by the Great Northern route than by the present route accelerated as contemplated, 1535.—With respect to Captain O'Brien's proposed points of centralization for the Great Northern route, witness has not been able properly to comprehend his plan, 1536.

[Second Examination.]—Return of the delays of the down night mail at Tamworth during November 1853; also of its lateness at Derby and York, 1537 and *Ex. p.* 142.—Greater average regularity of the Great Northern day mail to Newcastle than of the night mail *via* the Midland line in the month of November last, 1538-1543.—Greater speed of the Great Northern train during the same month, 1544-1549.—Return of the average lateness in the arrival at York of the down night mail *via* the Midland railway, and of the down day mail *via* the Great Northern, during April 1854; greater regularity by the Midland route, 1550. 1551.—Greater average lateness at Newcastle in Decem<sup>r</sup> last 1853 of the night mail *via* Rugby and Derby than of the day mail *via* the Great Northern line; inference therefrom disputed, 1552-1554.

Reasons for a comparison by witness of the present route to Glasgow with that proposed *via* the Great Northern Railway, 1555-1557.—Incorrectness of the statement that Edinburgh has a larger correspondence than Glasgow, 1557.—Consideration of a proposal for running a night mail train along the Great Northern line for accelerating the communication between the Eastern Counties and different parts of Scotland, 1558 *et seq.*—Examination to the effect that all things being equal greater speed is not to be expected on the Eastern than on the Western route to the North, 1562-1570. 1698. 1699.—Unfairness of any comparison between a mail train and a train not carrying mails, 1571-1.

## Report, 1854—continued.

*Hill, Rowland.* (Analysis of his Evidence)—continued.

1562. 1568. 1585—Course of communication from Hull to Glasgow adverted to, 1572-1574—Reference to circuitous routes between different places which might be obtained by the use of the Great Northern line, but at much inconvenience, 1575-1578.

Doubts as to more than an hour being saved between London and York if the Great Northern instead of the Midland route were adopted, the former being only 30 miles shorter, 1579-1583—Great hindrance to mails anticipated from the very large mineral traffic on the Great Northern line, 1583—Belief that a night mail train to Edinburgh by the Great Northern line would not arrive there an hour sooner than the present train *via* Carlisle, 1584. 1585—Offer of the Western Companies to run a train to Edinburgh in eleven hours and thirty-four minutes, 1587—Witness is not cognizant of any complaints from Scotland against the Western route, 1588-1590—With respect to the proposed acceleration south of York, and to the present rate of speed required, such acceleration is quite compatible with punctuality, 1592-1600.

Greater complication of the points of centralization proposed by Captain O'Brien than the present ones, 1601-1603—Suggestion that the scheme contemplated by Captain O'Brien be fully particularised in order to be properly criticised, 1604. 1701. 1702—Equal amount of correspondence delayed as benefited if the Great Northern line be used for the night mail, 1604—Understanding that the Irish letters are not proposed to be taken *via* the Great Northern line, 1605. 1606—District that would be benefited by the Great Northern route, 1607—It has been ascertained that the letters from thirty-two towns in the Eastern Counties to Newcastle are 1,154 and not 1,300 weekly, 1608—Inutility of any return of the number of London letters weekly to Newcastle, 1609.

Change contemplated in the service at Tamworth adverted to as showing that the present service is not the most judicious, 1610. 1611—Principle upon which more or less postal communication is provided, 1612. 1613. 1621-1623—Expediency of proposed amended systems being duly laid before the Post-office authorities in detail, 1614. 1615—Consideration of the security obtainable that proposed accelerations will be punctually kept, 1616-1620—In postal arrangements the convenience of the public is measured by the commercial nature of the transactions, 1621-1623.

Examination to the effect that the additional expense of using the Great Northern Railway for the conveyance of the night mails to and from Edinburgh, would be about 33,000 *l.* per annum, 1624-1650. 1670-1673. 1679-1686—Moderate sum paid per mile for the day mail on the Great Northern line, 1627. 1628—Offer made by the Great Northern Company in August 1853, to carry the night mails to York; reply of the Post-office thereto, 1629-1633. 1636. 1645-1648—Conditions annexed to the offer of the company which rendered its acceptance idle, 1634. 1635. 1636. 1639-1644—Difficulty of transferring the mail bags from the train by means of an apparatus adverted to, 1641.

Inconvenience of using the 6 A.M. passenger train from York to Edinburgh, for the conveyance of the Irish and West of England letters, in the event of the London letters going over the Great Northern line, and leaving York at an earlier hour, 1651-1657. 1687-1691—Reference to the two mail trains from Euston-square at 8.55 and 9.15 P.M.; explanation as to the Post-office only paying for the use of one, 1658-1660—Additional sum per mile expected to be paid (by arbitration) if special mail trains be required, 1661-1663. 1729. 1730—Offer of a Scottish company to run an exclusively mail train for 2 s. 6 d. a mile, 1663.

The proposed acceleration south of York does not involve the employment of special mail trains, 1664. 1665—Time in which this train will reach Edinburgh, as compared with the time by the Great Northern route, 1666-1669—The service to Edinburgh by the Great Northern line would cost about 14,636 *l.* if the several companies would only charge 1 s. a mile, 1670—Effect of the contemplated special mail trains, as regards the running of other special trains and the convenience of the public, 1674-1678—If the night mail be run along the Great Northern Railway, every portion of the present service must still be retained, 1683. 1684—Arrivals of the mails and different deliveries in Edinburgh, 1687-1691.

Reference to an offer by the Great Northern Company, in March 1851, to place a train to and from York at the control of the Post-office for 3 s. 3 d. per mile, or 25,300 *l.* a year, 1692-1697. 1700—Decided advantage of the Western over the Eastern route to Glasgow, 1699—Great inconvenience of accelerating the Irish and West of England letters so as to tally in with a night mail over the Great Northern line, 1703-1710—Limited running speed of 29 miles an hour between Crewe and Normanton explained, 1705. 1706—The Postmaster-general cannot require a higher speed than is already run upon any line, 1706—Impracticability of increasing the speed from Crewe to Normanton, for the sake of conveying the Irish letters in due time for a train over the Great Northern line, 1707-1710.

Objections to the propositions for mail trains by the east and west routes to meet at Stirling, and then go further north, 1711-1715—Impolicy of expending 33,000 *l.* (or probably more) in running a mail train to Edinburgh, over the Great Northern line, for the sake of the London or other correspondence, 1716. 1717—Responsibility solely

of



## Report, 1854—continued.

*Hill, Rowland.* (Analysis of his Evidence)—continued.

of the Post-office authorities for the postal arrangements on the railways, 1718-1720—Expenditure of 375,000 *l.* in 1853 on railway postal communication, 1721. 1724, 1725—Average expenditure of about 10 *d.* a mile, 1722—The payments are about four times as great as under the mail-coach system, 1723—A payment of 6*d.* a mile for sending mail bags by an ordinary passenger train is an extravagant sum, 1726-1728.

Memorials from North Staffordshire on the subject of the conveyance of the mails by carts advertised to, 1731-1734.—(Mr. Page.) The increased expense of using the North Staffordshire Railway for a night mail was not considered justifiable from the extent of the correspondence, 1735. 1770—Statement delivered in, and explanation thereof, showing that the increased expense is estimated at 60*s.* 6*d.*, 1736, 1737—Explanation as to the weekly remuneration of the guard between Macclesfield and Chelford, 1738-1742.—(Mr. Page and Mr. Hill.) Provision in the Act of Parliament with respect to the delivery of letters beyond a certain limit from the post-offices, 1743-1748. 1750, 1751—Acceleration of the mails and greater facilities of correspondence, if the night service were carried on by the North Staffordshire line, as offered, for 1,000 *l.* a year; refusal of the offer explained, 1752-1771.

(Mr. Page.) Expense of two additional guards in the Potteries, 1765, 1766—Contract for a mail cart and guard between Stoke and Whetmore, at 200 *l.* a-year, 1766—Parties with whom witness communicated when sent lately into the Potteries, on the part of the Post-office, 1767-1769.—(Mr. Hill.) How far the Post-office should be responsible for the security of remittances by post, 1772—Very rare occurrence of accidents, &c., to the mail carts in the Potteries, 1773. 1774. 1778—Few prosecutions and convictions in the last four years, for robberies of mail carts generally, 1775-1777.

Great uncertainty in the amount awarded by arbitration for the conveyance of mails, 1779—Denial that the North Staffordshire Company is paid at a less remunerative rate for mail bags than for ordinary parcels, as stated by Mr. Ricardo, 1780-1783—Greater cost generally of carrying mail bags than parcels, 1782—How far expedient to provide increased postal communication between Macclesfield and Leek and Congleton, &c., 1785-1791—Importance of a right to send supplementary mails by any train at a very low rate of payment, 1790, 1791.

Explanation relative to the reported delay at Bristol of the mails from the north, on account of irregularities at Tamworth, 1792-1800—Occasional delays during the snow storms in winter, 1792-1800—Regularity since January last of the Midland mail via Tamworth to Bristol, 1793, 1794. 1798—Deputation from Bristol to Viscount Canning advertised to, 1795, 1798—Greater regularity of the mail trains generally during the last few months; causes thereof, 1800-1802.

[Third Examination.]—Probability of greater delay having occurred at Tamworth, en route to the north, than was allowed by witness in his last examination, 1804-1813. 1822-1831—Practice up to 29th March of waiting ten minutes at Tamworth for the Irish mail, if late; extent of this lateness, 1804. 1811. 1822-1831—Detention farther in the time occupied for the transfer of the mail bags, which may be about a quarter of an hour, 1804-1811. 1822—Since 29th March the night train has not waited at Tamworth for the Irish mail, and altogether the detention has been less, 1804. 1805. 1811-1813. 1822.

Reference to the Act 7 & 8 Vict. c. 85, s. 11, as showing the power of the Post-office to send mails by any train between the terminal stations, as luggage, in charge of a guard, at second-class passenger fare, but leaving it doubtful whether there is power to exchange or deliver bags at the intermediate stations, 1814-1817. 1944. 1975-1982—Result of litigation on this latter point adverted to, 1818-1820. 1972-1975—Guards are not always sent with the bags going by ordinary trains, 1821—Delay on the line via Tamworth between Normanston and York, adverted to, 1822-1825—Belief as to such delay having been complained of by the Post-office, 1826-1828.

Great increase of postal communication, and of convenience to the public, since the introduction of the penny postage, 1832-1851—Increase since the reduction of the postage in the number and expenditure of rural posts, 1833-1851. 1859—The proportion of income expended on the conveyance of mails in 1839 and in 1853, was respectively under thirty and over fifty per cent., 1842-1845—Extension under the penny postage of the area of delivery, 1846—Extended employment of letter-carriers in Ireland, &c.—Evidence in explanation of the system by which the rural posts are worked, 1852-1867—System in regard to the regulation of the rural districts by the local surveyors, 1852. 1858-1862. 1865-1868.

Comparative increase in the number of letters and of railway passengers within the last ten years, 1868-1870—Insufficiency of two communications by letter to any town near London, to which there may be a dozen communications by railway, 1871—Consideration of the expediency of post-offices at railway stations, 1871-1908. 1908. 1909. 1924. 1926-1929—Non-establishment of a regular post-office at the London Bridge station explained, notwithstanding a memorial on the subject, as well as the fact of there being about seven and a half millions of people passing and repassing there annually,

## Report, 1854—continued.

*Hill, Rowland. (Analysis of his Evidence)—continued.*

1874-1877, 1893-1895.—Circumstance of the Post-office being anxious to put up letter-boxes at the principal stations, merely for the receipt of letters; convenience thereof, 1877, 1884-1892, 1893-1902.—Practice as to the delivery of letters from the London post-offices; all letters in the first instance proceed from the General Post-office, 1878-1885, 1928.—(*Mr. Hill and Mr. Page.*) Practice of sending the French mails to the post-office at Dover on arrival there; how far expedient that the post-office should be at the railway station, 1903-1909.

(*Mr. Hill.*) Probability of less expeditious conveyance of mails in some rural districts than under the mail-coach system, 1910, 1911.—Circumstance of cars having been substituted for coaches (which travelled much quicker), for the conveyance of the mails from Clonsilla to Tralee, in Kerry, 1912-1920.—(*Mr. Tilley.*) Cars to run at the rate of ten miles an hour, have in this instance been tendered for, 1921.—(*Mr. Hill.*) Objection made in Liverpool to the removal of the post-office to the railway-station, 1923, 1925.—Un advisableness of a delivery of letters at sub-offices or railway-station offices, 1926, 1929.—The boxes at the stations are kept locked, a letter-carrier or messenger removing the contents to the post-offices, 1930-1935.

Facilities generally afforded by the Post-office to the public within the last few years, 1936-1940.—Considerable acceleration in the conveyance of mails by railway, 1937-1940.—Reference to memorials, chiefly from Scotland, for further acceleration, 1941.—Difficulties in the way of increased acceleration, 1942.—Importance of a power in the Postmaster-general to require trains for mails alone, 1943.—Expediency of getting rid of the uncertainty and delay now attendant upon the arbitration system, 1943, 1954-1971, 2000 *et seq.*—Importance also of a clear right to use all trains, and to drop or exchange bags at intermediate stations at a moderate rate of compensation, to be fixed by the Legislature, 1943-1948, 1983-1989, 2065-2070.—Desirableness of a power to erect at any station an apparatus by which the bags may be delivered without the train being stopped, 1949, 1950.

Unsuccessful result, generally, of a recent proposition made by the Post-office to the railway companies for a system of mutual fines, 1951-1953.—Delay under the arbitration system in the appointment of the umpire, 1954-1957, 1979, 1971, 2014.—Reference to arbitration between the Post-office and the Great Western Company; examination thereof, showing that there have been four awards on account of objections by the Postmaster-general, 1956, 1957, 2000-2015, 2025.—Advisableness of the rate of payment being altogether fixed by the Legislature in order that arbitration may be avoided, 1958, 1959.—Considerable fluctuation and uncertainty as to the rate of payment by arbitration; probable explanation, 1960-1969, 2000 *et seq.*—Insufficiency of the power of the Postmaster-general to require a rate of speed on any line equal to that of an express, or any other train upon that line, 1990-1999.—Refusal of the Aberdeen Company to forward the mails if late at Forfar, 1992.

Circumstances under which a new award may take place, 2000-2002, 2038-2046.—Power of the Postmaster-general, but not of the railway companies, immediately to get rid of an award, 2000-2002, 2038-2041, 2044-2046.—How far the Post-office have been anxious to set awards aside; inconvenience to the companies if awards be delayed, 2013-2019.—(*Mr. Hill and Mr. Page.*) Frequent delays in arbitration, and particular instances adverted to as justifying an alteration of the present system, 2020, 2021, 2027-2037.—(*Mr. Hill.*) Inconvenience to the public consequent upon a dispute between the Post-offices and the Edinburgh, Perth, and Dundee Company, 2043, 2049.—Causes of the dispute referred to, 2050, 2058.

Right of the Post-office to send mail bags and a guard, at second class fare, by any train adverted to as showing how far the same is a hardship upon the company on account of the space devoted to the bags, the weight being paid for at the rate of luggage, 2050-2058, 2071-2077.—(*Mr. Page.*) Examination relative to the quarrel with the North British Company about conveying the mail between Edinburgh and Hawick; inconvenience resulting therefrom, and consequent complaints made to the Post-office, 2059-2064, 2083-2085.—(*Mr. Hill.*) Circumstance of second class passengers not being allowed to get out at intermediate stations, though a power is sought by which a guard in charge of mails by an ordinary train may do so, 2065-2071.

With respect to the proposed acceleration of the night mail, south of York, witness anticipates punctuality if there be a power to limit the size and weight of the train, 2078-2082.—A payment of 5s. a mile for special mail trains would be an extravagant sum, 2086.—Great expense of providing an exclusively mail train from Liverpool to Glasgow, &c., 2087.—Principle to be observed in providing that large towns should have a special mail communication, 2087, 2088.—Preference due in London as regards postal services, 2087-2089.—The deliveries are more numerous in London than in the nine next largest towns put together, and form about one-fourth of the correspondence of the United Kingdom, 2089.—Half of all the letters written pass through the London Post-office, 20.

(*Mr. Page, Mr. Hill, and Mr. Tilley.*) Estimated proportions borne respectively by  
the

## Report, 1854—continued.

*Hill, Rowland. (Analysis of his Evidence)—continued.*

the correspondence with Newcastle which would be accelerated by the adoption of the Great Northern route, and by the correspondence via Tamworth to Newcastle, which under such route should be otherwise provided for, 2090-2098.—Estimate that the Eastern Counties, &c. letters, form about one-tenth of the correspondence with Newcastle, 2093-2096.—(Mr. Hill.) There are no accurate data for calculating the amount of correspondence by any particular route, 2098.—Any estimate of the weight respectively of letters, newspapers, and parcels, must be a very rough one, and must be confined to those despatched from London, 2097-2101.

[Fourth Examination.]—Estimated average weight respectively of letters, books, newspapers, and bags, despatched from the General Post-office by the evening mail trains; proportionate weight by other trains, 2130-2136. 2221. 2229-2232. 2260.—Return, and explanation thereof, showing the daily number, and postage charged thereon, of inland book packets distributed through the London office in April 1854; 2136-2140. 2211.—The charge on all parcels, not book parcels, is 2 d. per ounce, as no letters, 2141.—The average postage of each letter and parcel is about one penny and a fifth, 2142. 2176. 2216-2219.—Estimated income of 16,374 l. derived yearly from book parcels throughout the kingdom, 2142, 2143. 2211-2224.—Proportion of the receipts from books to the expenditure on mail conveyance, 2144, 2145.

Many book parcels are not sent by the railways, 2144. 2146.—Direction of the book traffic through the Post-office, 2147.—Increasing amount of the parcels traffic, 2148, 2149. 2168.—Probable causes of such increase, 2150.—Books for the colonies, or Parliamentary Papers, are not included among the book postage, 2150-2153. 2226, 2227.—Definition of the advantages of the Post-office system over the railways, &c. for the conveyance of books and parcels throughout the kingdom, 2154-2156. 2187-2194.—Slight expense incurred by the Post-office in the delivery of book parcels, 2157, 2158.

Reference to complaints by railway companies against the privilege of the Post-office to send parcels by post; no grounds for such complaints, 2159-2164.—Statement on the subject made by Lord Canning to Lord Kinnaird adverted to, 2160. 2164.—Advantage rather than loss to the railways in the conveyance of books by post; authority of the bookselling trade on this point, 2160-2162.—Limits at first upon the conveyance of parcels under the penny post, 2165-2167. 2170-2172. 2255, 2256.—Gradual increase of parcels since the adoption of the present system, 2168. 2172-2174.—There is now no limit as to size or weight, 2169. 2224.—Small amount comparatively of deeds or parcels of any kind sent by post, 2174-2177. 2208-2210.

More than though not pecuniary responsibility of the Post-office for the safety of a registered letter, &c.; advantage of registry; such letters being hardly ever lost, 2178-2180. 2184-2186. 2196, 2196.—Cost of registering, 2179. 2197.—There are not many parcels or letters registered, 2181, 2182.—Slight number of parcels or letters lost by the Post-office, 2183.—Careless manner of directing and securing many letters, which letters would be less safe if transmitted by railway than by post, 2198-2202.—Book parcels must be open at one end, else they are sent as letters, 2203, 2204. 2207.—Definition of the term book, 2208.—The average weight of letters and parcels together (exclusive of newspapers) is about one-third of an ounce each, 2214-2221. 2258.—Want of accommodation in the General Post-office adverted to, 2228.

Immense transmission of newspapers by the night mail; how far any restriction should be placed thereto, 2229-2233. 2244-2248. 2261-2269.—Practice at the Post-office in regard to the sorting or separation of packages from letters, 2236-2243.—Slight inconvenience or expense to the Post-office in the number of parcels sorted there for transmission every night; inexpediency of excluding such parcels from postal conveyance in order to facilitate the despatch of letters, 2249-2260. 2266-2272.—Larger cost to the Post-office for the conveyance of newspapers than of letters; articles now excluded from conveyance by post, 2252-2254. 2263-2265. 2267-2269.—Check upon too numerous a transmission of parcels in the charge made for them, 2272.

No special responsibility is proposed to be attached to the railway companies in regard to the conveyance of mail bags by the ordinary trains as suggested, 2273-2277.—Examination as to the Aberdeen Company having refused to stop for the mail from the South at Forfar on account of irregularities in the arrivals there, 2278-2285. 2301-2307.—Assent given by the Treasury to the proposal for mutual lines, 2296, 2297.—Only one company has unconditionally accepted the proposal, 2298.—The Aberdeen Company gave a conditional assent, 2299, 2300.—Reasons probably for the notice given by this company that they shall reduce the speed of the mail trains, 2308, 2309.

Special departments in the Post-office for making postal arrangements with the railway companies, 2310.—Companies with whom general contracts have been made, 2311, 2312.—Nature of these contracts, 2313-2315.—Advisableness of discretion in the Postmaster-general as to the nature of the contract to be entered into with any company, 2316, 2317.—With respect to rural posts about Glasgow, &c., the arrangements

## Report, 1854—continued.

*Hill, Rowland. (Analysis of his Evidence)—continued.*

ments are generally made through the surveyor of the district, 2318, 2319—Maximum weight allowed to be given out or received at any station where an apparatus is in operation to prevent the stopping of the train, 2320, 2321—Service of the mail in parts of North Kent by means of carts; the same explained, 2322-2327.

[Fifth Examination.]—Explanation of the difference between the tables handed in by Mr. Seymour Clarke and by witness, relative to the delay of the Great Northern morning train at York during April last, 4139, 4140—Table delivered in, and explanations thereof, showing the average lateness in the arrival at Edinburgh of the Great Northern down night fast train, the Midland down night mail, and the London and North-Western down night mail in October, November, and December 1853; 4139-4147, and *Ex. p.* 390—Greater lateness of the Great Northern than of the other trains in two months out of three, 4139, and *Ex. p.* 389—Fairness of comparing a fast train and a mail train considered; the comparison is taken favourably for the Great Northern, 4141-4147.

Table showing the comparative lateness in the arrival at Berwick of the down day mail over the Great Northern Railway, and in the arrival at Beattock Bridge of the down day mail over the London and North-Western Railway during the months of April and May 1854; explanation thereof, showing the greater punctuality of the latter train, 4147, and *Ex. p.* 391—Daily statement required by witness of the lateness of the Northern mail trains, 4148-4150—Lateness on the Great Northern line in June 1854; 4148—Slight extent to which the expense of the mail-cart service would be reduced by a larger employment of the Great Northern Railway, 4151.

Refutation of Captain Huish's statement as to the delay occasioned to the London and North-Western mail trains by the non-arrival in due time of the Post-office vans at Euston-square, 4152—Delays attributed to the Post-office at other stations also denied, *ib.*—Inaccuracy of Captain Huish's statement as to the weight of the letters despatched nightly from Euston-square, 4153—Correction of the statement of Captain Huish relative to the weight of the "Illustrated London News," as despatched along the London and North-Western Railway on the Friday night; table handed in confirming witness; evidence hereon, 4154, and *Ex. p.* 393.

Incorrectness of the estimate (*Q. 2130 et seq.*) of the average weight respectively of letters, books, newspapers, and bags, despatched from the Post-office by the night mails; amended return thereof, 4155-4158, and *Ex. p.* 394—Greater weight of official correspondence than of ordinary correspondence, 4155, 4158—Average weight respectively of a letter, of a book packet, and of a newspaper, 4158.

Evidence to the effect that the question of passenger traffic by any train should not be left out of consideration (as urged by Captain Huish) when an arbitrator is deciding the rate to be paid for the conveyance of the mails by such train, 4159-4169—Enhancement of the payment if mails be run in the night, 4164, 4165—Evidence relative to parcels above one pound in weight, and paying the full letter rates, 4170 *et seq.*—Statement by Captain Huish relative to ordinary parcels and book packets as affecting railway companies adverted to, 4170—Alterations since 1840 as to parcels, other than book parcels, to be carried through the post, 4171-4175.

Returns showing the number of inland packets (excluding those sent from the Government offices, and books) exceeding one pound in weight forwarded from London on the evenings of 8 and 9 June 1854, *Ex. p.* 397—The fact of traders generally having the power to collect small parcels and send them by railway, may account for any diminution of parcel traffic suffered by the companies, 4179, 4180—The Post-office rates for all parcels above one pound in weight are much higher than railway companies or private carriers would charge, 4181, 4182—Comparatively small increase of late years in the number of parcels carried by the Post-office, 4183-4189.

Excluding newspapers, the average weight of everything sent through the post is much less now than before the penny postage, 4189—Tobular statement of the average weight of a letter despatched from London in 1838 and in 1854, and of the decrease in the weight since the former period, *Ex. p.* 399—Practice with regard to the payment for letters containing enclosures of any kind under the old system, 4190-4193—Impossibility of any organisation of the railways being so complete as that of the Post-office for the conveyance and distribution of small parcels; great convenience of the Post-office system, 4194, 4200-4203, 4206-4208.

Belief that the railway companies are benefited rather than injured by the power of the Post-office to transmit parcels, 4194, 4204, 4218, 4239, 4240—Lower rates charged in France for the heavier packets adverted to, 4194-4199—Opinion that very few of the articles now sent by post would ever be sent by railway if the Post-office had not the power of transmitting them, 4204, 4206, 4219-4218—Unprofitable character of the Post-office parcel traffic, 4204, 4205—Injustice of the Post-office being accused of robbing the railway companies of the traffic in parcels, 4208, 4209, 4219.

*Hill, Rowland. (Analysis of his Evidence)—continued.*

Option of the public to send parcels by railway if they so prefer, the Post-office having no monopoly in the matter, 4209, 4211, 4230-4232.—Any competition between the Post-office and the railways for the conveyance of parcels should not form any element for the consideration of arbitrators, who should merely look upon parcels as adding so much to the weight of the mails, 4210, 4211, 4221-4224, 4230-4241.—Circumstance of railway companies having been at first considered merely as owners of roads, and not as having a right to carry anything, 4219, 4220.

The weight alone and not the contents of the mails should be calculated by the arbitrators, 4221-4224.—No further privilege is sought for by the Post-office than that of sending mails at certain hours, 4225.—The privilege of exemption for tolls is not claimed by them, 4226, 4229.—Exemption of the Crown from tolls in England and Wales under the law, 4226-4228.—The Post-office collect and deliver parcels for the railway companies rather than compete for their conveyance, 4238, 4239.

Tabular statement, and explanation thereof, of the receipts from passengers' luggage on which a charge is made, and from parcels, by six of the principal railway companies in each of the years 1849-53, showing the receipts for the first and second half-year, 4241-4246, and *Ex. p. 405*.—Diminution of receipts on the London and North-Western line, 4241.—Also upon the Midland line, *ib.*—On the whole there does not appear any diminution of parcel traffic, there having been an increase on the four other lines referred to, 4241, 4246.

The proposed separation at Crewe of the Scotch and Irish mails is not necessary, and is undesirable, as involving increased expense, 4247.—General principle, as regards remuneration, upon which the use of railway trains should be afforded to the Post-office, 4248, 4249.—Award by the Marquis of Blandford in the case of the York, Newcastle, and Berwick Railway adverted to; denial of some of Captain Huish's statements thereon, 4250, 4251.—There has never been an instance of the Post-office altering the service for the sake of opening an award, 4252.

Statement showing that the Post-office did not avail themselves of their power to open the award in the case of the North Union Railway, 4252.—Explanation relative to the awards between the Great Western Company and the Post-office, 4253-4260.—Power of the company to open the present award if they think fit to do so, 4253-4256.—At the end of three years a railway company may open an award; but the Postmaster-general has no such power without an alteration of the service, 4257, 4258.—The average period for which an award with the Great Western Company has run has been four years and a third, 4260.

Evidence opposed to the statement of Mr. Saunders, that the acceleration required over the Great Western Railway by the Post-office was impossible, 4261-4272.—Extra time over that of the express train proposed to be allowed to the accelerated mail train, 4262, 4263.—Arguments in refutation of Mr. Saunders's estimate of eight minutes for a stoppage of the Great Western express train, and of a longer period for a stoppage of the mail train, 4263, 4266-4272.—Greater length and weight of the mail train adverted to, 4263, 4264, 4272.—Anxiety of the Postmaster-general for an acceleration of the Great Western mails, 4265.—Correspondence on the subject between the Post-office and the Great Western Company delivered in, 4265, and *App. p. 589-596*.

Explanation of witness's former statement (adverted to by Captain O'Brien), as to a high degree of irregularity being co-existent with a small average loss of time, 4273, 4274, 4276.—Fallacy of relying on averages in ascertaining the absolute amount of irregularity, 4275.—Margin allowed at Holyhead for the arrival of the Irish packets, so as not to cause delay at Tintern, 4277.—Inaccuracy of Captain O'Brien's statement as to the mail speed on his line having been fixed by the Post-office without consulting the company on the subject, 4278.—Reference to former evidence (Q. 1260, 1261), and explanation thereon, relative to Captain O'Brien's statement as to the effect of winter upon speed, 4279, 4280.

Reference to witness's circular of 25 January 1854, and to the replies of the companies thereto, 4281.—Refusal of the York, Newcastle, and Berwick Company to accept the terms of witness's circular; correspondence on the subject, 4281, 4282, and *App. p. 598-606*.—The terms of the circular have not been adopted on any line, 4283.—No application has been made to the Post-office for a different arrangement as to the stoppages at Bristol and Exeter, 4284.—The long time taken in these stoppages is not the fault of the Post-office, 4284, 4285.

The Bristol and Exeter parcel traffic cannot have been affected by any alteration of late years in the Post-office system of parcel conveyance, 4286-4288.—Explanation of Mr. Bidham's statement (Q. 3471) as to the conveyance of silks and muslins by post along the Bristol and Exeter line; result of inquiries by witness on the subject, 4289, 4290.—Complaints of delays at Gloucester adverted to, 4291.—Comment on Mr. F. G. Saunders's complaint that the South Wales Company have been deprived of parcel traffic by the Post-office, 4292.—Answer by the Post-office to the memorial from the Manchester Chamber of Commerce, 4293, 4294, and *Ex. p. 412*.

## Report, 1854—continued.

*Hill, Rowland.* (Analysis of his Evidence.)—continued.

(*Mr. Hill and Mr. Page.*) Practice as to the making up of bags between one large town and another, 4296-4299.—(*Mr. Page.*) Where it conduces to speed there is generally a direct bag between large towns, 4300.—Means of obviating the necessity of sorting on board the packets between Holyhead and Dublin; inconvenience of sorting on board, 4301, 4302, 4305.—Advantage of the travelling post-office between Chester and Holyhead, 4301.—Facilities in Dublin for expeditious sorting, 4302-4305.—Staff and conduct of the Dublin post-office adverted to, 4303, 4304.—With respect to a system of sorting on board the West India packets, the Postmaster-general is prepared to give evidence upon that subject, 4306.

*Hinde, John Hodgson.* (Analysis of his Evidence.)—Formerly represented the town of Newcastle-upon-Tyne in Parliament, 134, 135.—Complains of great inconvenience to that town in the want of punctuality in the arrival of the mail from London, 135-140, 152-170.—If the delivery of the mail in Newcastle could be completed by 10 A. M. satisfaction would be given, 138, 137, 164.—The town of Sunderland suffers equally through want of punctuality, 138, 144, 145.—The district around Newcastle requires an acceleration of the mail, if possible, 138-140, 144-148, 154, 161-163.—The Newcastle merchants never know whether they will receive their letters at ten or twelve o'clock, 139.

Impossibility of punctuality at Newcastle by the present route from London, viz Derby, &c., 138-142, 170.—Letters from the north to Newcastle adverted to; no complaint made on this score, 149, 155, 156.—Main importance to Newcastle of the punctual arrival of the London mail, without reference to mails from other parts of the kingdom, 149, 152-154.—Desirableness of a more regular and early delivery all the way between Newcastle and Edinburgh, 150, 151, 154.—Inconvenience of there being no local delivery in Newcastle before that of the London mail, 156-160.—Belief that an hour and a half might be saved by adopting the Great Northern route, 162.—Inconvenience occasionally arising to the companies and the public through the lateness of the mail train, without reference to the letters, 166-168.

[Second Examination.]—Inconvenience to the district around Wooler, in Northumberland, in the mails thence necessarily passing through Alwick; they used to be forwarded by way of Bedford, a shorter route, 401-405.—Belief as to all letters from Lincoln to Boston being sent round by London; case in point, 406-410.

*Hitchin.* Copy of a memorial from the inhabitants of Hitchin, complaining of the postal arrangements of that place, and suggesting a remedy by the use of the Great Northern line, *Page* 3831.—The grievance resolves itself into one of insecurity, a subject already discussed before the Committee, *ib.*—A letter posted at Hitchin on Monday will be delivered at St. Neot's on the Tuesday mid-day, instead of on Wednesday, as represented in the memorial, *ib.* 3831, 3832.—Small amount of correspondence from Hitchin to the neighbouring districts, *ib.* 3832.—Number of letters delivered in Hitchin weekly, *ib.* 3833, 3834.

*Hollins, Michael Dainty.* (Analysis of his Evidence.)—Resides at Stoke-upon-Trent; is Chairman of the Chamber of Commerce there, 419, 420, 457.—Complaints made in the Potteries district, relative to the mode of conveyance of the mails, 421, 458-463.—The route is more circuitous than is necessary, 422-425.—Particulars as to the route between London and the Potteries, 423-425.—Great insecurity of the conveyance by cart, without any guard, from Whitmore to Newcastle, 422-426, 442-444, 468-470, 480, 481.—Evidence as to the delivery of letters at Stoke, 427-433.—Great inconvenience to the inhabitants of Stoke in having to post their letters two hours earlier than would be necessary if they were conveyed by train, 427-429.—Hardship that those living beyond half a mile of the central and a quarter of a mile of the branch post-office at Stoke should have to pay a penny for every letter received, 429-434, 445, 446.

Remedies proposed by witness relative to the route and to the doing away with the line of carts, 435-439.—The mails from Whitmore to Leek (sixteen or seventeen miles) are served by carts, 440.—There is no general complaint in the Potteries of the irregularity of the mails, 441.—Co-operation of several towns in the neighbourhood of Stoke in representing to the Post-office the grievance that although there is a line of railway through the district, mail carts are still used, 447-450.—Great circuitousness of the route between Stoke and Derby, 452-456.—The only answer given by the Post-office to the complaints made to them was, that the terms required by the North Staffordshire Railway Company were too high, 464, 465.—The London and North-Western Company have bought the North Staffordshire line, but have not yet taken possession of it, 466, 467.

There is no day mail from Stoke to London, which is a great inconvenience, 471-473.—Unsatisfactory manner in which business has been done for the Post-office by the surveyor of the district, 474-477.—Calculation made by witness of the postal revenue and expenditure of the district, 478.—Transmission of letters both ways by the North Staffordshire line would meet all the wants of the Potteries, 479.—Great number

of

## Report, 1854—continued.

*Hollins, Michael Dainty.* (Analysis of his Evidence.)—continued.

of letters conveyed by the mail-cart from Whitmore, 480—Punctuality of the arrival of the mails by the North-western Railway, and of the subsequent conveyance by the mail-carts, 483, 484.

*Holyhead.* See *Chester and Holyhead Railway.* *London to Holyhead.*

*Hours of Delivery.* Belief that no postmaster is obliged to deliver letters before seven in the morning, Page 792-795.

*Huish, Captain Mark.* (Analysis of his Evidence.)—General Manager of the London and North-western Railway, 2811—Causes to which may be attributed the considerable delay of the mail trains over this line in October, November and December last, 2812, et seq.—Delay occasioned by the weather, 2813—Delay caused by the Post-office at the stations along the line, 2813, 2818-2831—Great improvement in March and April in the running of the mail trains; the same explained, 2813—Delays occasioned to the down mails by the non-arrival in due time of the Post-office vans at Euston-square, 2814-2817—Immense weight and bulk of the letters and newspapers sent daily to the Euston Station, 2815, 2816.

The delay at Tamworth occasioned by the Post-office to the down night mails is much less than is reported, 2819, 2827—The greatest and most difficult point of transfer for the mails is at Crewe, 2819, 2826, 2828—Detail as to the proceedings at Crewe on the arrival of the down night mail, 2819-2824—Immense amount of labour devolving on the Post-office servants at this junction; creditable manner in which it is performed, 2819—Length of time required respectively for the despatch of the Northern, of the Manchester, and of the Irish mails from Crewe, 2819-2824—Character of the explanations by the Post-office on occasions of delay on their part, 2819—Great improvement since October, November and December last in the arrivals of the up-mails at Preston, 2819, 2830.

There are 99 trains daily which carry mails on the London and North-western Railway, of which 77 are ordinary trains, 2832, 2833—Annual mileage respectively of the regular mail trains and of the ordinary trains carrying bags, 2834—No disturbance to the traffic of the line if the mail be conveyed with tolerable punctuality, 2835, 2836—Particulars as to the contemplated acceleration of the mail trains by the western route to Edinburgh, so as to arrive there in 11½ hours, 2837-2839—Proposal from Government that special trains be devoted to the conveyance of the mails to the north, 2837, 2840—Objections made by the companies to the running of special mail trains, 2837, 2839, 2840—Importance of the railways having the right to convey parcels by the mail trains, 2839—Inexpediency of the Post-office restricting the size of the mail trains, 2841, 2842.

Recommendation (as the only means of insuring punctuality) that the Scotch and Irish mails to London be kept distinct, 2843—Greater delay of the up than of the down mail, 2844—Immense weight of newspapers going by the down mails, 2845-2847—Special reference to the weight of the "Illustrated London News" on Fridays, 2845, 2846—Considerable extent to which the London and North-western Company suffer through the conveyance of parcels by the Post-office, 2848-2855—They have lost nearly, or quite, as much as they receive for the conveyance of the mails, 2849—The company have not suffered so much from the loss of book parcels as of the general parcel traffic, 2854, 2855.

[Second Examination.]—Reasons for concluding that a mail train may, with punctuality, be run to Edinburgh in 11½ hours (as proposed), 2856-2858, 2866, 2869, 2878-2885, 2977—Contemplated larger use by this train of the apparatus for receiving and delivering the bags without stopping the train, 2857, 2859, 2880, 2881—Extra precautions to be taken by the company in order to keep the proposed train as small as possible, 2860.

Evidence to the effect that an equal rate of speed may be obtained on the west as on the east route to Edinburgh, 2861-2865, 2929-2951, 2979-2983, 2988-3002—The distance to Edinburgh by the east route is only a very few miles shorter than by the west route, 2861, 2929, 2993—Comparison of the fast trains on both lines, 2861, 2930-2936, 2998-3002—Slight extent to which, on the whole, the gradients may be in favour of the east coast route, 2862-2865, 2929-2933, 3124.

Different means in contemplation for securing punctuality in the mails along the London and North-western line, 2866-2870—Acceleration anticipated from the post-office now being erected at Crewe station for the purpose of sorting the bags, &c., 2866, 2870—Further evidence in favour of the separation of the Scotch and Irish mails, 2867, 2869—Description of the altered arrangements contemplated by witness in the event of the two mails not waiting for each other, 2867, 2871, 2922-2925—Convenience of Stafford as the junction at which the west of England letters for Scotland and Ireland might join the down train, 2867, 2922-2925—Letter from the Marquis of

## Report, 1854—continued.

*Hutch, Captain Mork.* (Analysis of his Evidence)—continued.

Chandos to Lord Canning, dated 28 October 1853, in recommendation of separating the Irish from the Scotch mails; letter from the Post-office in reply, 2872, 2873.

A mail from London to Edinburgh via the Great Northern line, would scarcely affect the weight of the Scotch mail still to be carried by the western route, and would not obviate at all the expediency of separating the Scotch and Irish mails, 2874-2877—Inutility of a night mail to Edinburgh by the eastern as well as by the western route, even though the former might arrive a few minutes earlier than the latter, 2874—Belief that a night mail train may reach Edinburgh by the western route in 11½ hours as punctually as the special daily express now reaches it in 11 hours, 2878, 2882-2885—Convenience both to the company in working the train as well as to the Post-office, of the junctions at which the proposed accelerated train will stop, 2881, 2941, 2965-2968, 2986, 2987.

Importance above all things of harmonious working between the Post-office and the railway companies, in order to perform the mail service in an efficient manner, 2886, 2887, 3112-3117—Necessity for the companies being duly consulted as to speed, &c., 2888—Further statement as to the receipts abstracted from the London and North-western Company by the Post-office, in the conveyance of parcels, 2893-2893—Variety of articles sent by the post, illustrated, 2890—Difficulty of deciding what should or should not go by post; reference to Mr. Hill's views hereon, 2891, 2901, 2902—Evidence to the effect that the parcel traffic generally is at present undertaken too extensively by the Post-office, 2893-2902.

Impediment to the carrying out of important communications and improvements in the over-desire to obtain a revenue from the Post-office, and in the penny which has been exhibited by that department towards railway companies, in dealing with questions of large and national importance, 2903, 2914-2920—Feasibility of accelerating, to the extent of 24 hours, the mail communication from London to different parts of Ireland; how this might be effected with an increased outlay, 2904-2913, 2921—Contract mail service across the Channel adverted to; alterations suggested, 2906-2913—Reference to the expenditure of late years for the conveyance of the mails, 2914-2919.

Approval of Mr. Hill's proposed acceleration of mails to the north, as the best and cheapest mode by which the service can be performed, 2926-2928—Gradients have less to do with speed than is generally supposed, 2929, 3124—No impediment to the mail train to Edinburgh on the western route, from the fact of there being more traffic on that route than on the eastern route, 2938, 2939, 2979-2985—Equal delay anticipated at the junctions or stoppages on the Great Northern line as on the London and North Western, if a night mail be run to Scotland by the former route, 2940-2944, 2986, 2987—Explanation as to the greater number of passengers travelling between Edinburgh and London by the Great Northern than by the other route, 2947, 2998, 2999—Arrangement between the east coast and the western companies for the division of receipts, 2947-2951, 2997-3002.

Objections to Captain O'Brien's proposed centralization of mails on the Great Northern route as quite unnecessary, and as productive of considerable inconvenience and expense, 2952-2958—Reference to Mr. Seymour Clarke's evidence (Q. 2417), as advocating a mail train between London and Edinburgh for the London and east coast correspondence, without reference to the west of England letters, 2958—Decided advantages of the London and North Western over the Great Northern route, for the conveyance of the west and north of Scotland correspondence, 2950-2954—Convenience of the junctions for stoppages on the London and North Western line, 2965-2968, 2986, 2987.

Sufficiently early arrival of the down night mail at Newcastle for the wants of that place, 2969-2971, 2973—Acceleration to Newcastle and its neighbourhood to be obtained by Mr. Hill's proposed arrangements, via the Midland route, 2979-2976—Effect of the appointment of the present Committee in causing punctuality of mail trains, 2977, 2978—Branches and junctions yet to be made on the Great Northern line, 2988-2990—With respect to fresh arrangements as to the mail to Dublin, an acceleration of the Channel passage should be a main point, 3003, 3004.

Evidence opposed to the proposition for running special mail trains, 3005 *et seq.*—Immerse expense attendant on special trains for the mails, 3006-3006, 3032-3034—Elements to be considered in arbitrating upon the price of special trains, 3007, 3012-3006, 3032-3034—Inexpediency of absolute power in the Post-office to fix the rate of speed, and thereby to become responsible for the safety of the train, 3008-3011—Danger of running at a high rate of speed between Crewe and Nurmanton, 3009—Right of the companies to demand as much for special mail trains as for special passenger trains, 3012-3020—Average cost of 6s. 5d. per mile for every train which ran over the London and North Western line last year; how calculated, 3012, 3029, 3030.

There have not been any arbitrations between the London and North Western Company and the Post-office, 3027—Witness has acted for seven companies in arbitrating, &c.—Principles upon which witness has acted as arbitrator, 3028—Grounds upon which the Post-office arbitrator has acted; modification of late in the fallacious principle that only the bare cost of the service performed should be awarded, 3035-3037—

Fairness



## Report, 1854—continued.

*Huish, Captain Mark. (Analysis of his Evidence)—continued.*

Fairness of the present system of arbitration; description of the process, 3038—Mode of selecting the umpires, 3038, 3053—Discriminating and impartial character of the inquiries and investigations by the umpires, 3038, 3086-3088, 3098-3104—Sound principles upon which on a certain occasion Sir James Graham acted as umpire, 3038, 3063.

As a rule, there has not been any great variety in the amounts awarded for similar service, nor in the principles of conducting the awards, 3039, 3041—Grounds for the conclusion that the recent award by the Marquis of Blandford of 2s. 6d. a mile for the conveyance of the mails on the York, Newcastle and Berwick Railway is less than it should be, 3039, 3090, 3091—In this case witness acted for the Company and Captain Williams for the Post-office, 3039—Sundry elements to be considered and general principles to be observed in conducting arbitrations, 3039 *et seq.*

Liability of railway companies to damages at law for any accident to the Post-office servants in the trains, 3039, 3040—Advantage of the Post-office over the companies in their power to open an award at any time, 3042-3044, 3058—How far the Post-office may have availed themselves of their powers for opening awards, 3044, 3052—Objections to the appointment of permanent umpires between the Post-office and the companies, 3043-3047, 3085-3088, 3099-3104—Probable reluctance of the Post-office in some instances to abolish mail cars through fear of the expense of conveyance of railway, 3048-3050—There has been no necessity for delay in the arbitrations in which witness has been engaged, 3051—Particulars as to four awards since 1849 with regard to the North Union Railway, 3052.

The highest rate per mile is that of 4s. 6d. for a night mail on the Great Southern and Western Railway; reason for this award, 3054, 3077-3079—The Brighton Company carry a mail for 2d. a mile, 3054—Impossibility of determining a fixed mileage rate over the kingdom, 3055-3057—Propriety of a provision that a slight alteration of the services on any railway should not effect the award, 3058-3060—The remuneration to be paid for a mail train should not be at all regulated by the amount of passenger profit accruing from such train, 3061-3065, 3089-3094—Lower payment demanded for the use of ordinary trains than for trains under notice, 3065-3068, 3089-3094—Reference to a bye-law of the companies that passengers are only taken conditionally on there being room, 3069, 3070.

Contemplated conveyance of the Irish letters from Crewe to Normanton to meet the accelerated train to Newcastle *via* Rugby and Deby, 3071-3076—With respect to the high remuneration to the Great Southern and Western Company and the slowness of the trains, witness doubts the expediency of a power in the Post-office to require a greater speed, 3077-3084—Willingness of railway companies generally to meet the demands of the Post-office, 3094—Impression that the conveyance of the mails is not a lucrative service to the companies, 3095-3097.

Objections to the system of mutual fines (as suggested by Mr. Hill) between the Post-office and the railway companies, 3105-3114, 3117—Unfairness of one party fixing the service and levying fines upon the other party for not performing it, 3105—Sundry contingencies adverted to, which are quite unavoidable, and which would under a system of fines bear very harshly upon the railways, 3105, 3108, 3113—Probable effect of a premium to the companies for punctuality, 3105—Constant delay and arbitration would result from a system of fines, 3105, 3117—Delay from, the fault of other parties, is not allowed to be made up by extra speed on witness's line, 3106, 3107.

Effect of public opinion in inducing the companies to attain regularity, 3109—How far any practical remedy can be prescribed against irregularity, 3109-3114—The higher the rate of speed the greater the contingencies, 3113—If the Post-office were to fix the speed, subject to fines, the service would not be undertaken, 3114—The proposed acceleration to Edinburgh is from about thirty-three to rather more than thirty-seven miles an hour, 3115, 3116—Power of the Post-office at present to institute an action for irregular performance of the mail service, though they have never done so, 3118-3121—Feasibility of maintaining a greater speed than thirty-eight miles an hour from London to Edinburgh *via* the London and North Western line, 3122, 3123.

[Third Examination.]—Authority for witness's former statement as to the weight of the "Illustrated London News" on Fridays, 4307—Explanation of former evidence (misunderstood by Mr. Hill) as to the expense of, and the objections to, special mail trains, 4307, 4310, 4311—Misapprehension of Mr. Hill in stating that railways were not originally constituted as carriers, 4307-4309—Necessity of not only the weight, but also the quality or value of parcels being considered in connexion with the question of parcel conveyance by the Post-office; this has not been kept in view by Mr. Hill, 4307—Award by the Marquis of Blandford again adverted to, 4308—Witness has never implied that the Post-office took undue advantage of their power to open awards, *ib.*

## Report, 1854—continued.

*Hull to Glasgow.* Course of communication from Hull to Glasgow adverted to, *Hill* 1572-1574.

*Huntingdon.* Although the Great Northern railway passes through the town of Huntingdon, the letters are obliged to be sent round by mail-cart, viz Cambridge, to the Eastern Counties line, *Veasey* 632—Great insecurity of letters sent by the mail-cart, inasmuch as it is driven by a single person and has been twice attacked, *ib.* 632, 633—The Post-office has allowed the second post to come by the Great Northern direct to Huntingdon, but will not allow it to be sent back that way, *ib.* 634-639—Interview on the subject had by witness with Colonel Maherly, Mr. Rowland Hill and Mr. Denison, *ib.* 640, 655-658.

Particulars relative to the arrival and despatch of London letters in Huntingdon, *Veasey* 641-646—It is not the hours of arrival, but the insecurity of the conveyance that is complained of, *ib.* 649-651—There are no complaints at Huntingdon with regard to the distribution of the letters, *ib.* 659.

With respect to Huntingdon, the letters from London are sent round by Cambridge, because the Post-office does not employ a night mail-train between London and Peterborough, p. 805-809.

See also *Circuitous Routes*.

## I.

"*Illustrated London News.*" During what was termed the Wallington week, the "*Illustrated News*," sent 100 tons weight of papers by post, *Huish* 2845—They send away on an average thirty-seven tons weight every Friday night, *ib.* 2845, 2846.

Correction of the statement of Captain Huish, relative to the weight of the "*Illustrated London News*," as despatched along the London and North Western railway on the Friday night; table handed in, confirming witness's evidence hereon, *Hill* 4154, and *ib.* p. 393—The weekly average issue for eight months, ending 31 May 1854, was eleven tons four hundredweight, *ib.* 4154—Instead of thirty-seven tons weight being on an average conveyed by the London and North Western Company every Friday night, only three tons sixteen hundredweight are conveyed, *ib.*

Authority for witness's former statement, as to the weight of the "*Illustrated London News*" sent by post on Fridays, *Huish* 4307.

*Improvements.* Statement in memorandum by Mr. Hill, of improvements already effected by the Post-office, and of those now in progress for a more effectual performance of the service by railway, *App.* p. 509, et seq.

See also *Acceleration*, *Irregularities and Delays*, 3.

*Inclasures in Letters.* Practice with regard to the payment for letters containing inclasures of any kind under the old system, *Hill* 4190-4193.

*Increase of Accommodation.* Every large town which receives letters in the morning, should have the power of despatching them in the evening, *Allsopp* 202, 217—Principle upon which more or less postal communication is provided, *Hill* 1612, 1613, 1621-1623—In postal arrangements, the convenience of the public is measured by the commercial nature of the transactions *ib.* 1621-1623—Comparative increase in the number of letters and of railway passengers within the last ten years, *ib.* 1868-1870—Insufficiency of two communications by letter to any town near London to which there may be a dozen communications by railway, *ib.* 1871.

Facilities generally afforded by the Post-office to the public within the last few years, *Hill* 1936-1940—Principle to be observed in providing that large towns should have a special mail communication, *ib.* 2087, 2088—Statistics of the estimated number of miles travelled by railway in the year 1849 in England and Wales, and also by mail-coaches, mail-carts, and horse-posts, in the year 1850, *Page* 2770-2772—Greatly increased accommodation extended to the public, as shown by the comparative numbers of post-offices and sub-offices in 1838 and May 1854; evidence generally relative thereto, *Vincent* *Counting* 4331, 4332, 4345-4361.

Increasing demand for postal accommodation, *Rep.* p. xii—Additional accommodation should be considered irrespectively of the profit or revenue to the Post-office.

*Inflammable Articles.* Non-conveyance by post of any inflammable articles, &c., *Hill* 2262, 2263.

*Inquiries into Delays.* Whenever there is any important delay a complaint is made by the Post-office, *Hill* 1302—Witness is not aware of any complaints by the Post-office relative to delays at Tamworth as caused by the railway companies, *ib.* 1308, 1309—Great delay experienced by witness in coming from Atherstone in Warwickshire to London; advantage of an inquiry in this case, *Bull* 3835, 3838, 3839—A strict explanation

## Report, 1854—continued.

*Inquiries into Delays—continued.*

explanation should invariably be required in each case of irregularity; beneficial effects that would result from this system if properly carried out, *ib.* 3836-3840.

*Insecurity.* See *Chelford to Macclesfield.* *Huntingdon.* *Liverpool to Warrington.*  
*Macclesfield.* *Potteries (Staffordshire).* *Robberies of Mails.*

*Insurance of Shipping.* Importance, on the score of insurance of shipping, of an accelerated communication between Newcastle and the eastern ports to the south, *Albion* 200, 221.

*Ireland.* Feasibility of accelerating to the extent of twenty-four hours the mail communication from London to different parts of Ireland; how this might be effected with an increased outlay, *Huish* 2904-2913, 2921.—Complaint in Cork and Waterford that they have not the same advantage in their postal communication as the people in Belfast, *Fishbourne* 4052.—The present state of the communication with Cork and the south of Ireland generally is very inconvenient; suggestion for its improvement, *ib.* 4055-4062, 4077-4079.—Distance of Belfast, Clonmel, Waterford and Cork from Dublin, *ib.* 4076, 4077.—Importance of the communication between those places and England, *ib.* 4080.

Complaints as to the cross posts in the neighbourhood of Carlow, Kilkenny and Ross; arrangements in contemplation to improve them, *Fishbourne* 4081.—Time occupied in sorting at different places on the Irish railways, *ib.* 4082, 4089.—Particulars as to the time of arrival in Dublin of the letters for England from the South and other parts of Ireland; time for which they remain in Dublin, *ib.* 4091-4095.—The English mails ought to arrive in Dublin about seven o'clock in the afternoon, and be sent to the different parts of Ireland by the out night mail, *ib.* 4101-4107.

Several places in the South of Ireland which will derive considerable advantage from the proposed acceleration of the Great Southern and Western mail trains, *Page* 4109, 4116, 4117.—The Post-office service is well and regularly performed in Ireland, but the speed is low, *ib.* 4124, 4125.—Application by the Postmaster-general for increased speed adverted to, *ib.* 4128, 4129.

Detention of Irish country letters in Dublin adverted to, *Rep.* p. xvi.—Low speed on the Irish railways; high rate of remuneration paid for the mails, *ib.*—Evidence upon the Irish postal service generally, adverted to, *ib.*

See also *Bandon.* *Belfast.* *Cork and Bandon Railway.* *Dublin, Great Southern and Western Railway.*

*Irish Mails.* Present course of the Irish correspondence with Edinburgh, Glasgow, and other places, *Hill* 1847-1852.—Everything is done that can be done towards accelerating the Irish mails, *Bohenam* 2557-2570.—Contemplated conveyance of the Irish letters from Crews to Normanton to meet the accelerated train to Newcastle via Rugby and Derby, *Huish* 3071-3076.—Effect of the lateness of the Irish mails at Tamworth in delaying the Newcastle, &c. correspondence, *O'Brien* 3386.

Evidence relative to the day mail which leaves Kingston at seven in the afternoon, and is due in London at eleven in the forenoon of the following day, *Bell* 3835.—The irregularities of this mail chiefly arise between Rugby and London, *ib.*—Inconvenience to Irish Members in not being able to calculate upon the arrival of the mail train in London, *ib.* 3841.

Reference to the views of Captain Huish as to a more perfect two-day communication between England and Ireland, *Fishbourne* 4090, 4096-4100.—Margin allowed at Holyhead for the arrival of the Irish packets so as not to cause delay at Tamworth, *Hill* 4377.

See also *Channel Mail Service.* *Chester and Holyhead Railway.* *East Coast Route.* *London to Holyhead.* *Separation of Scotch and Irish Mails.*

## IRREGULARITIES AND DELAYS:

1. *Special Instances during October, November, and December 1853.*
2. *Delay at other Periods, and generally.*
3. *Diminution of Irregularity and Delay in 1854.*

1. *Special Instances during October, November, and December 1853:*

Irregularity and delay in the arrival of the mail at Bristol during the three months of October, November, and December 1853, *C. A. Saunders* 3128, 3129.—Great delay of the mail trains in arriving at Tamworth, &c., during October, November, and December, from various causes, *Alport* 3343-3345.—The delay generally is greatest during those months, *ib.* 3344, 3345.—Copy of a letter from witness to Colonel Maberly in answer to one complaining of the irregularity of the arrival of the mail train at Exeter

## Report, 1854—continued.

## IRREGULARITIES AND DELAYS—continued.

1. *Special Instances during October, November, and December 1853—continued.*

during the months of October, November, and December last, *Badham* 3403-3406.—The three months selected by the Post-office do not present a fair average of the delay at Bristol, *ib.* 3448.

Great irregularity at Gloucester in delivering the mails, particularly in October, November, and December 1853, *F. G. Saunders* 3585-3594.—Several occasions on which the mail train was late in arriving at Norwich in the last three months of 1853, *Once* 3670 *et seq.*

Table delivered in and explanation thereon, showing the average lateness in the arrival at Edinburgh of the Great Northern down night fast train, the Midland down night mail, and the London and North Western down night mail in October, November, and December 1853, *Hill* 4139-4147, and *Ex. p.* 330.—Greater lateness of the Great Northern than of the other trains in two months out of three, *Hill* 4139, and *Ex. p.* 389.—Fairness of comparing a fast train and a mail train considered; the comparison is taken favourably for the Great Northern, *Hill* 4141-4147.

Returns containing particulars in detail of the lateness in arrival at the several stations of the mail trains leaving London respectively for Glasgow, Aberdeen, Edinburgh, and Holyhead, and vice versa, during the months of October, November, and December 1853, *App. p.* 445-466.

Reference to a return showing the lateness of the night mail trains arriving at Glasgow in the months of October, November, and December 1853, *Rep. p.* vii, viii.—Return showing the lateness of the night mail trains arriving at Edinburgh during the same months, *advised to, ib.*—Reference to a return showing the lateness of the night mail trains arriving at Holyhead during the same period, *ib.* ix.

Average daily lateness of the mail train arriving at Holyhead during the months of October, November, and December 1853, *Rep. p.* ix.—Average daily lateness of the arrival of the night mail trains at Bristol during the same months, *ib.* x, xi.

2. *Delay at other Periods, and generally:*

Average delay since June 1853 of thirty-four minutes per day in the departure of the down night mail train from York to the North, *O'Brien* 18, 19.—Inconvenience occasionally arising to the companies and the public through the lateness of the mail trains without reference to the letters, *Hinde* 166-168.—The postal communications with Glasgow from Liverpool are of such a nature that they virtually cause the loss of an entire day as regards the manufacturers, *Booth* 866.—Delay consequent on the conveyance of a mail all the way from Aberdeen, and of another from the south of Ireland and across the Channel, to meet punctually at Crowe, *Huish* 2843.

Average loss during November of twenty-four minutes daily between Berwick and Norhamton, *Hill* 1298.—Return of the delays of the down night mail at Tamworth during November 1853; also of its lateness at Derby and York, *Hill* 1337, and *Ex. p.* 148.—Table showing the comparative lateness in the arrival at Berwick of the down mail day train over the Great Northern Railway, and in the arrival at Beattock Bridge of the down day mail over the London and North Western Railway during the months of April and May 1854; explanation thereon, showing the greater punctuality of the latter train, *Hill* 4147, and *Ex. p.* 391.

Return showing the detention of the down night mail train between London and Preston, on Post-office service, during the month of November 1853, *App. p.* 511.—Return showing the detention of the up night mail train between Liverpool and London during the same month, *ib.* 512.

Considerable irregularity and delay prevalent upon nearly all the principal lines of railway, *Rep. p.* 11.—Physical difficulties incident to the regular performance of the mail service, *ib.* xii.

3. *Diminution of Irregularity and Delay in 1854:*

Diminution of the delay at York from thirty-one minutes in February 1854 to eighteen minutes in March 1853; cause thereof, *O'Brien* 18, 19, 86, 87, 112-116.—Satisfactory improvement in the arrivals of the up and down mails by the west and east coast routes, in April 1854, as compared with November 1853, *Hill* 1359.—Return showing the average lateness of the down night mail at the principal stations on the western route, and on the eastern route during the months of November 1853 and April 1854, *Hill, Ex. p.* 125.—Average lateness in the arrival in London of the up night mail during the same months, *ib.*—Causes of the improvement since November in the arrivals of the mail trains; erroneous statement of Captain O'Brien on this point, *Hill* 1362-1366, 1424, 1428, 1429.—Great improvement in March and April in the running of the mail trains over the London and North-Western Railway; the same explained, *Huish* 2813.

Improvement

## IRREGULARITIES AND DELAYS—continued.

## 3. Diminution of Irregularity and Delay in 1854—continued.

Improvement of late in the conduct of the mail service adverted to by the Committee; less delay and irregularity now experienced, *Rep.* p. xii.

See also *Acceleration*. *Average Irregularity*. *Bristol*. *Bristol and Exeter Railway*. *Chester and Holyhead Railway*. *Cork and Brandon Railway*. *Crewe*. *Deposit and Delivery at Stations*. *Doncaster*. *Eastern Counties*. *Eastern Counties Railway*. *Edinburgh*. *Flies*. *Foreign and Colonial Mails*. *Gloucester*. *Great Northern Railway*, 3. *Great Western Railway*, 2. *Hitchin*. *Huntingdon*. *Inquiries into Delay*. *Ireland*. *Irish Mails*. *Kerry*. *Kirkcaldbright*. *London and North-Western Railway*, 2, 3. *Macclesfield*. *Memorials and Complaints*. *Midland Route*. *Newcastle-on-Tyne*. *North British Railway*. *North Staffordshire Railway*. *Northumberland*. *Pennyworth*. *Potteries*. *Punctuality*. *Separation of Scotch and Irish Mails*. *Size of Trains*. *Sorting*. *Speed*. *Stoke-upon-Trent*. *Stoppages*. *Sunderland*. *Tenchester*. *Tamworth*. *Traffic*. *Winter Months*. *York*. *Newcastle, and Berwick Railway*, 1, 2. *York and North Midland Railway*.

## J.

*Joek, Adam*. (Analysis of his Evidence.)—Iron merchant at Bristol, and agent to the Coalbrook Dale Company, also Chairman of the Railway and Postal Committee of the Bristol Chamber of Commerce, 1023.—General complaint at Bristol that letters from the north, which should arrive at 6 o'clock, a.m., frequently do not arrive till 3 p.m., on account of the non-arrival in due time of the London and North-Western train at Tamworth; public memorials have been sent to the Postmaster-general on the subject, 1084-1091. 1098-1098. 1140-1142. 1157.—A system of mutual fines for delays should be adopted, 1092-1096. 1143.—Suggestion that the day mail from Bristol should leave at 10 instead of 35 minutes past 8 in the morning, 1100-1112.—Proposition that the Postmaster-general should have power to send mails by any train, 1098. 1120. 1130 *et seq.*

Belief that the Post-office pay the North-Western Railway 49,000 *l.* per annum for the use of any trains for postal purposes over and above the ordinary payment for the conveyance of mails, 1099. 1122-1129.—The Postmaster-general should have power to send a guard by any train, without paying for him the ordinary fare of a second-class passenger, 1121. 1131-1139.—Complaint that the Postmaster-general does not exercise the power he possesses of ordering such mail services as would suit the Bristol district, 1144 *et seq.*—Power of the Postmaster-general to use existing trains, and to order any other trains to run, upon terms agreed upon or by arbitration, 1153-1156.

Suggestion that the foreign mails be transmitted direct to and from their ports of arrival and departure in England, 1157.—Great inconvenience in the Australian and other mails landed at Plymouth being first sent to London and then back to Bristol again, 1157-1163.—When the Wilt, Somerset, and Weymouth line is completed the communication will be more direct between Southampton and Bristol, and much time will be saved, 1164-1168. 1177-1179.—If the letters were sorted on the railway between the port of arrival and London or Bristol, as the case might be, it would practically answer the same purpose as sorting on board ship, 1167, 1168.—The Bristol letters form an important part of the West India mail, 1170.—Suggestion of the Bristol Chamber of Commerce that the office of Postmaster-general should be permanent, 1182.—Also that Bristol is the best port of arrival and departure for the West India mail packets, as evidenced by the report of the House of Commons on West India mails, dated 15 June 1841, *ib.*—Also that the payment of better salaries and wages would conduce to the more satisfactory carrying out of the postal arrangements, *ib.*

*Junctions*. Convenience both to the London and North-Western Company in working the train, as well as to the Post-office, of the junctions at which the proposed accelerated train to the north will stop, *Huish* 1881. 2941. 2965-2968. 2986, 2987.—Equal delay anticipated at the junctions or stoppages on the Great Northern line as on the London and North-Western if a night mail be run to Scotland by the former route, *ib.* 2940-2944. 2986, 2987.—Convenience of the junctions for stoppages on the London and North-Western line further adverted to, *ib.* 2965-2968. 2986, 2987.

Branches and junctions yet to be made in the Great Northern line, *Huish* 2988-2990.—List of junctions on the Great Northern and the Midland lines, *Adport* 3335-3338.—There are seven junctions on the Great Northern line to York, and eight on the Midland route, *ib.* 3338.

See also *Centralization of Mails*. *Crewe*. *Stafford*. *Tamworth*.

## Report, 1854—continued.

## K.

**Kerry.** Circumstance of cars having been substituted for coaches (which travel much quicker) for the conveyance of the mails from Clonbally to Tralee, in Kerry, *Hill* 1919-1920.—Cars to run at the rate of 10 miles an hour have, in this instance, been tendered for, *Tilly* 1921.

Inconvenience to the county of Kerry, more especially to Tralee, on the delay attendant on the present postal arrangement, *Herbert* 3664.—An acceleration is greatly wanted between Mallow and Tralee, *ib.* 3664-3680.—The letters for the county of Kerry could arrive earlier in Tralee if the sorting offices by the way were done away with, and if the sorting were done in the railway carriage, *Fiadouras* 4082-4089.

Lord Canning has adopted the suggestion of Mr. Herbert with reference to the inconvenience felt at Tralee by applying to the Great Southern and Western Company for an acceleration of speed of the night mail train, *Page* 4108, 4109.

**Kirkcubright.** Complaint that a letter from Gatehouse to Creetown, a distance of 12 miles, travels on to Stranraer by mail-coach, and is then returned to Creetown, altogether a distance of 76 miles, *Mechie* 1218-1232.—This has been going on for seven months, or since the acceleration of the mails by the railways, *ib.* 1218, 1222, 1224-1229.—The inconvenience in question arises from Creetown having been altered from a post-office town to a sub-office, so that the mail-bags are not now sorted there; (confirmation of this by Viscount Dalmahoy), *ib.* 1226-1232, 1240.—Extent of the inconvenience to Creetown, and also to Gatehouse and Glenluce, *ib.* 1235.—Promised inquiry into the matter by Mr. Rowland Hill, *ib.* 1236, 1237.—The old system of making up the bags at Kirkcubright for Creetown and Glenluce, and of dropping them at those places, should be resorted to, *ib.* 1238-1240.

**Knight, Charles.** (Analysis of his Evidence.)—Publisher by authority to the Poor-law Board, the Board of Health, and the Emigration Board, 3842, 3843.—Great number of packages annually sent by witness through the book post to the clerks of unions and other official local boards, 3844, 3852.—These packages are chiefly official forms, or bonds, *ib.*—Great advantage to publishers and the public to be able to send parcels by post, 3844 et seq.—When documents or forms are wanted in a hurry, the post is specially useful, 3844, 3846.—Witness still sends large parcels by rail, 3846-3848.—Importance of the convenience of the post for the transmission of pamphlets on sanitary improvements, &c., 3846.

Suggestions with regard to the possible abolition of the newspaper stamp, 3849.—Witness is the only publisher by authority connected with the public boards, except the publisher for the Tithe Commission, 3850, 3851.—Gradual decrease of the publication of pamphlets adverted to, 3853.—Books published by witness, unconnected with public departments, are usually too heavy to be sent by post, 3854.—Facilities offered by the book post to retail and second-hand booksellers, 3855-3857.—The packages annually sent by witness through the post would cost six times as much if sent by rail, 3862-3865.—Reduction of late in the cost of conveyance of parcels by railway, 3866.

Practice of the London book trade in regard to making up and distributing their parcels, 3867, 3868.—Booksellers are in the habit of sending parcels to the country which would not go at all if there were no book post, 3868-3871.—Belief that the book post has not much influence on the general supply and diffusion of books, but affords valuable means to individuals to obtain works without delay, 3872-3874.—Witness would not object to the limitation of book parcels to a weight of three or four pounds, 3874.—A small parcel or book, requiring to be sent to a distant part of England by railway and other conveyances, would be pretty safe, from the fact of its not being pre-paid, 3875-3878.

The transmission of parcels by post stops itself, as soon as the price exceeds the charge by railway, 3880-3884.—A railway company, or a carrier, must replace a parcel entrusted to their care up to 10*l.* in value, 3885-3887.—Further evidence as to the advantage of the book post when a parcel is wanted in a hurry, 3888-3891.—Belief that the book post has not transferred a large proportion of the railway parcel traffic to the Post-office, 3892-3895.

**Knottingley.** Convenience of Knottingley as a point of centralization in the event of mail trains to the north via the Great Northern Railway, *O'Brien* 58, 59, 119-121.

Circuitous system of postal communication with the important district round Knottingley, *Clarke* 1378, 1379.

## L.

**Leicestershire.** Remarks generally upon the importance of frequent mail services in the district of which Leicestershire forms the chief portion, as being the great seat of the manufacturing business of the kingdom, *Margie* 959.

*Leicester*

## Report, 1854—continued.

*Leicester and Carlisle Railway.* Returns of the actual time kept respectively by the up express train, the down express train, the up day mail train, the down night mail train, the down day mail train, and the up night mail train, for the months of October, November, and December 1853, *App.* p. 539-544.

*Lateral Trains.* Recommendation that all the lateral trains be made to fit into the two main fast trains suggested by witness for the north; how this might be effected, *Right Honorable D. M. Laro* 356. 358-361. 366, 367. 372, 373.

*Law Proceedings.* Power of the Post-office at present to institute an action for irregular performance of the mail service, though they have never done so, *Huish* 3118-3121.

*Leads.* See *Circuitous Routes*.

*Leek.* See *Macclesfield Potteries (Staffordshire)*.

*Letter Carriers.* Comparative rate of wages and hours of labour of the letter carriers and dock labourers of Liverpool, *Banning* 1081 *et seq.*—Great responsibility of the duties of the letter carriers, *ib.* 1073-1075—Dissatisfaction amongst them at the present rate of wages, *ib.* 1076-1078—Extended employment of letter carriers in Ireland of late years, *adverted to*, *Hill* 1846.—See also *Macclesfield*. *Northumberland*.

*Letters.* Letters form thirteen per cent. of the weight of the evening mails from London, *Hill* 2131. 2260. 4155-4158—There are, on an average, 217,500 letters despatched every evening, *Hill's Ev.* p. 394—The average weight of an ordinary letter is little more than the third of an ounce, *Hill* 4128.

*Liberton (Edinburgh).* Copy of a letter from Mr. Anderson, of Liberton (four miles from Edinburgh), relative to the inconvenience of the postal arrangements there, *Cowan* 3648.

*Limitation of Traffic.* See *Size of Trains*.

*Lincoln to Boston.* Belief as to all letters from Lincoln to Boston being sent round by London; case in point, *Hinde* 408-410—Refutation of the statement of Mr. Hodgson Hinde as to the delivery of letters between Lincoln and Boston; in the particular instance mentioned, it occurred through being posted too late, *Page* 2745.

## LIVERPOOL:

1. *Generally.*
2. *Foreign Correspondence.*
3. *Mail Service with Scotland.*

1. *Generally:*

There are only three deliveries of letters at Liverpool daily, whilst in London there are ten, *Macle* 959—The train that leaves Liverpool for the north, and stops at Leicester, is not a mail but a passenger train, *Banning* 1007-1010—The post-office establishment at Liverpool frequently requires increasing; great difficulty in obtaining clerks in consequence of the great emigration, and the mercantile body paying better than formerly, *ib.* 1054-1060—Particulars relative to the mail and other trains from Liverpool to London, *Zwischenbart* 3890-3892.

Increase of nearly fifty per cent. in the number of letters for the Liverpool delivery in one week, in May 1854, as compared with one in January 1853; probable cause thereof, *Vicount Caning* 4341, 4342—Considerable increase in the post-office establishment at Liverpool since 1853, *ib.* 4344.

2. *Foreign Correspondence:*

The best mode of communicating with the foreign West India Islands is through the United States; advantage of Liverpool over London by this mode of conveyance in being nearer the Atlantic, *Bouch* 534—The fact of Liverpool being a port at which the American and other mails are landed calls for frequent mails thence, *Macle* 959—Great importance of the continental trade with Liverpool, *ib.* 960—At Liverpool the foreign letters are sorted before they leave there, *Bokehnam* 2528, 2529—Great amount of correspondence with Liverpool, both from India and the Continent, *ib.* 2865.

Advantageous effect on the commerce of Liverpool of the present postal arrangements in Holland, Belgium, and Germany, *Zwischenbart* 3693, 3700—Witness has been a foreign merchant in Liverpool for thirty-five years; immense increase in the trade of that place during that period, *ib.* 3723-3728. 3730—Number of letters daily sent out by witness, *ib.* 3729, 3730.

3. *Mail Service with Scotland:*

Evidence generally relative to the service of the Scotch mails in Liverpool, *Bouch* 854-866—Great inconvenience felt at Liverpool in a person being obliged to write his letters for Scotland in the middle of the day, in order to be delivered there in the morning, 411-I. G

## Report, 1854—continued.

## LIVERPOOL—continued.

## 3. Mail Services with Scotland—continued.

morning, *Box* 857.—There is a mail from Liverpool to Scotland at half-past nine in the evening, which remains at Lancaster for four hours and a half, *ib.* 857-860.—Immense daily monetary intercourse between Liverpool and Scotland, *ib.* 865.

Great accommodation formerly existing between Liverpool and Scotland by an express mail train in the morning, which now goes no farther than Lancaster; inconvenience resulting from its discontinuance, *Magie* 960, 964, 965.—Importance of Liverpool having two posts a day to and from the north, *ib.* 959.—Frequent complaints made by the merchants of Liverpool of not having a special mail communication between that town and Scotland, *Banning* 987.—Remarks generally upon the direct mail which formerly left Liverpool for Scotland in the evening now discontinued; causes for the same, *ib.* 993-1009.

Great expense of providing an exclusively mail train from Liverpool to Glasgow, &c., *Hill* 9087.

See also *Foreign and Colonial Mails. Memorial and Complaints.*

*Liverpool to Warrington.* Complaints have been made with regard to the conveyance of the midnight mail, generally a large and valuable one, from Liverpool to Warrington, totally unimproved, *Box* 863, 864, 921-924.—Concurrence in the statement of Mr. Bouch relative to the insecurity of the mail cart from Liverpool to Warrington, *Magie* 959, 960.

The use of a mail cart between Liverpool and Warrington arises from the irregularity of the trains; if that were obviated the mail cart would be abolished, *Page* 2759.

*Locomotive Power.* Different items of expenditure involved in locomotive power, *Clarke* 2423, 2424.—Manner in which witness, as Post-office arbitrator, has calculated the proper charge to be made for locomotive power, *Harnes* 3911; *Williams* 3975.—The difference is very slight in the expense of engine power as regards a heavy or a light train, *Harnes* 3944, 4045-3947, 3948.—Railway companies object to any deduction on account of the passengers from the charge for the locomotive power of a mail train, *ib.* 3946.

*London.* Relative importance to the North, of the London and of other correspondence, *Sir G. Grey* 283, 301-308.—Preference due to London as regards mail service, *Hill* 2087-2089.—The deliveries in London are more numerous than in the nine next largest towns put together, and form about one-fourth of the correspondence of the United Kingdom, *ib.* 2089.—See also *General Post-office. Metropolitan Deliveries.*

*London to Aberdeen.* Return of the hours at which the night mail train, running between London and Aberdeen, has arrived at the different stations during the months of October, November, and December 1853, *App. p.* 445-450.—Similar return relative to the day mail trains, *ib.* 458-461.

*London Bridge Station.* Non-establishment of a regular post-office at the London Bridge Station explained notwithstanding a memorial on the subject, as well as the fact of there being about seven and a half millions of people passing and repassing there annually, *Hill* 1874-1877, 1893-1895.

*London and Brighton Railway.* The London and Brighton Company carry a mail for 2 d. a mile, *Hulse* 3054.

*London to Holyhead.* Return of the hours at which the night mail trains running between London and Holyhead arrived at the different stations during the months of October, November, and December 1853, *App. p.* 451, 452.—Similar return relative to the day mail trains, *ib.* 462, 463.—Speed of the mail train, and distance from London to Holyhead, adverted to, *Rep. p. x.*

## LONDON AND NORTH-WESTERN RAILWAY:

1. *Remuneration for Conveyance of Mails.*
2. *Evidence and Returns relative to Delay and Irregularity.*
3. *Delay attributed to the Post-office; the same denied.*
4. *Other Evidence generally.*

## 1. Remuneration for Conveyance of Mails:

Circumstances of the London and North-Western Company running two night mail trains from Euston-square, though only paid for one; explanation thereof, *Hill* 1658-1660; *Clarke* 2472-2474.—The present agreement with this company obviates the necessity of an award, *Hill* 2035-2037.—There have not been any arbitrations between the London and North-Western Company and the Post-office, *Hulse* 3027.

Return,



## LONDON AND NORTH-WESTERN RAILWAY—continued.

## 1. Remuneration for Conveyance of Mails—continued.

Return, showing that the company are paid by agreement 49,000 l. per annum for the free use of every train run upon the line, *App. p. 578, 579.*

## 2. Evidence and Returns relative to Delay and Irregularity:

Cases to which may be attributed the considerable delay of the mail trains over this line in October, November, and December last, *Huish 2812 et seq.*—Greater delay of the up than of the down mail, *ib. 2844.*—Delay from the fault of other parties is not allowed to be made up by extra speed on witness's line, *ib. 3106, 3107.*

Return of the hours at which the down night mail train from London to Edinburgh, Glasgow, and Aberdeen left the Euston-square station during the months of October, November, and December 1853; showing also its arrival along the line, *App. p. 445-447.*—Similar return as to the day mail, *ib. 456-458.*—Return of the running of the up night mail train from Aberdeen, Glasgow, and Edinburgh to London during the months of October, November, and December 1853, *ib. 448-450.*—Similar return as to the up day mail, *ib. 459-461.*

Return showing the hours at which the Carlisle mail bags were despatched and arrived by railway at the Euston-square Terminus during the months of October, November, and December 1853, *App. p. 468.*—Return of arrivals of the 9 a.m. down express train at several stations during the months of October, November, and December, *ib. 545.*—Similar return relative to the 5 p.m. down express train, *ib. 546.*—Return of arrivals of the up Scotch express train (due at Euston-square 11.25 p.m.) at the several stations during the months of October, November, and December 1853, *ib. 547, 548.*

## 3. Delay attributed to the Post-office; the same denied:

Evidence to the effect that any delay at Euston-square in starting is not attributable to the Post-office vans being behind time in arriving there, *Hill 1390-1399.*—Practice as to placing the mail bags in the train, *ib. 1399.*—At Euston-square the duty is performed by the railway porters, who are paid for it by the Post-office, *ib. 1400, 1403.*

Delay occasioned by the Post-office along the line, *Huish 2813, 2818-2831.*—Delays occasioned to the down mails by the non-arrival in due time of the Post-office vans at Euston-square, *ib. 2814-2817.*—Character of the explanations by the Post-office on occasions of delay on their part, *ib. 2819.*

Refutation of Captain Huish's statement as to the delay occasioned to the London and North-Western mail trains by the non-arrival in due time of the Post-office vans at Euston-square, *Hill 4152.*—Delays attributed to the Post-office at other stations also denied, *ib.*

Return showing the hours at which the mail bags for Carlisle, and also those for York, were due, and were delivered at the Euston-square Terminus for transmission by railway during the months of October, November, and December 1853, *App. p. 467, 469.*

Reference to the delay caused by the irregular arrival of the Post-office bags at Euston-square, *Rep. p. viii.*—Average daily delay on the part of the Post-office in the months of November and December adverted to, *ib.*

## 4. Other Evidence generally:

Immense weight and bulk of the letters and newspapers sent daily to Euston-square, *Huish 2815, 2816.*—There are ninety-nine trains daily which carry mails on the London and North-Western Railway, of which seventy-seven are ordinary trains, *ib. 2832, 2833.*—Annual mileage respectively of the regular mail trains, and of the ordinary trains carrying bags, *ib. 2834.*—Average cost of 8 s. 5 d. per mile for every train which ran over the London and North-Western line last year; how calculated, *ib. 3012, 3020, 3030.*

Number of Post-office railway vans leaving the Euston-square station nightly, *Page 413.*—Inaccuracy of Captain Huish's statement as to the weight of the letters and newspapers dispatched along his line, *Hill 4153.*

See also *Beck Parcels, 2.* "*Illustrated London News.*" *Junctions. Parcels, 3, 4.*

*London and South-Western Railway.* Return, showing the hours at which the mail bags were due, and were delivered at the Waterloo terminus, for transmission by railway, during the months of October, November, and December 1853, *App. p. 473.*—Return, showing the hours at which the mail bags were due and arrived at the Waterloo terminus during the same months, *ib. 474.*

*Lord Provost of Edinburgh.* See *M'Laren, Right Honourable Duncan.*

## M.

*Macclesfield.* Various complaints made to witness from the whole of the Macclesfield and adjoining districts of the very inefficient way in which the postal arrangements are conducted, *Egerton 602-612*—The members for Macclesfield have always been accompanied in their deputations to the Post-office by the members for South Cheshire, Staffordshire, and the Potteries, *ib. 613*—It is often to the advantage of a Macclesfield manufacturer to send a special messenger to Congleton on account of the postal delay, *ib. 615*—Inadequacy of the letter carriers employed at Macclesfield, *ib.*

Great wish on the part of the inhabitants of Macclesfield that both the day and night mails should come down by the North Staffordshire line, *Egerton 617*—The mail cart service at Macclesfield has lately been put into more respectable hands, and no complaints have since been made, *ib. 614, 625*—There is no complaint against the Post-office surveyor, who, from living at a distance, does not know the wants and requirements of the district, *ib. 626-628*—Viscount Canning has evinced the greatest wish to meet the postal wants of Macclesfield, &c., *ib. 629*.

Macclesfield was included by witness in the arrangements for having the benefit of a day mail by the North Staffordshire line, *Page 796-798*—Number of letters delivered in Macclesfield, and amount of revenue derived therefrom, *ib. 799-803*—Mail route from Macclesfield to Congleton, *ib. 804*.

If the postal arrangements at Macclesfield had been designed on purpose they could not have been worse, *Brookhurst 817-820*—Description of the mode in which letters are conveyed from Macclesfield to Congleton and Leek, *ib. 821, 822*—Macclesfield is worse off now than it was in the old mail coach times, *ib. 828*—Great inconvenience felt at Macclesfield by the mail arriving there an hour and a half later than it should do; the insecurity is the main thing with the night mail, *ib. 831-835, 840-845*—The insecurity arises in a great measure from the mail carts, &c., being contracted for at the lowest possible rate, *ib. 840-843*—Particulars as to the time of distribution of letters at Macclesfield; number of letter carriers, &c., *ib. 831, 847-852*.

How far expedient to provide increased postal communication between Macclesfield and Leek and Congleton, *Hill 1785-1791*—Time taken to communicate between those places, *ib. 1787, 1788*—The matter requires investigation, *ib. 1789, 1790*.

See also *Chelford to Macclesfield. Circuitous Route. Memorials and Complaints. North Staffordshire Railway. Potteries (Staffordshire).*

*Macfie, Robert Andrew.* (Analysis of his Evidence.)—Sugar refiner at Liverpool, also at Greenock and Glasgow, *958*—Remarks generally upon the importance of frequent mail services in the district of which Lancashire forms the chief portion, as being the great seat of the manufacturing business of the kingdom, *959*—The fact of Liverpool being a port at which the American and other mails are landed calls for frequent mails thence, *ib.*—Great importance of Liverpool and Manchester, and other large towns, having more than one post delivery from the north daily; suggestions for effecting this object, *ib.*—There are only three deliveries of letters at Liverpool daily, whilst in London there are ten, *ib.*—Places whose traffic and correspondence are so great as to make the expense of mails amount to but a small per centage on the income they afford; ought to enjoy more frequent and costly posts than smaller places, *ib.*

Besides London, there should be one or more great centres of districts for mails conducted on the same principle as the passenger-carrying and wholesale trades of the kingdom, *959*—The fact of there being telegraphic communication does not supersede the force of these considerations, *ib.*—The telegraph is dear, unsafe for important business, and not applicable to general correspondence, *ib.*—Concurrence in the statement of Mr. Bouch relative to the insecurity of the mail cart from Liverpool to Warrington, *959, 960*—Great accommodation formerly existing between Liverpool and Scotland by an express train in the morning, which now goes no further than Lancaster; inconvenience resulting from its discontinuance, *960, 964, 965*—In America a new system of conveyance of mails is being adopted by means of a great tube from one large town to another, *960, 961*.

The objection to sorting letters on board steampackets is the large amount of space required, but witness believes the space might be materially lessened in consideration of the number of days the voyages extend over, *960*—Great importance of the continental trade with Liverpool, *960*—Suggestions generally relative to the better service of mails between Liverpool, London, and the North, *969 et seq.*—Since the introduction of the railway system persons in trade keep much smaller stocks than formerly; consequent necessity of there being frequent means of correspondence, *976-982*.

*Macfie,*

## Report, 1854—continued.

*Macbie, John, M.P.* (Analysis of his Evidence).—Represents Kirkcaldy, 1217.—Complaint that a letter from Gatehouse to Creetown, a distance of twelve miles, travels on its Stranraer by mail coach, and is thence returned to Creetown, altogether a distance of seventy-six miles, 1218-1232.—This has been going on for seven months, or since the acceleration of the mails by the railways, 1218. 1222. 1224. 1229.—The railway postal arrangements to Dumfries have been much improved lately, 1222.—The inconvenience in question arises from Creetown having been altered from a post-office town to a sub-office, so that the mail bags are not now sorted there (continuation of this by Viscount Dalrymple), 1226-1232. 1240.—Extent of the inconvenience to Creetown, and also to Gatehouse and Glenluce, 1235.—Promised inquiry into the matter by Mr. Rowland Hill, 1236, 1237.—The old system of making up the lings at Kirkcaldy for Creetown and Glenluce, and of dropping them at those places, should be resorted to, 1238-1240.

*McLaren, Right Hon. Duncan, Lord Provost of Edinburgh.* (Analysis of his Evidence).—Complaints at Edinburgh during the last few years of want of speed and punctuality in the conveyance of the mails from the south, 321-326.—Memorials on the subject to the Post-office; answer of the latter thereto, 324. 330-335.—Especially delay in the postal communication from the eastern districts of England, 326, 327. 336-339.—Unnecessary delay in sending a mail train to Edinburgh via Derby and York, 326. 334. 335-337.—Circumstance of the travelling post-office being in operation only so far north as Newcastle, though the vehicle itself goes on to Berwick or Edinburgh, 327-329.—Different routes of the mails from London to Edinburgh, 337.

The east coast line to Edinburgh being five miles shorter than the west coast line, and the gradients being better on the former, about twenty-five minutes might be saved if the mails were sent along the same to Edinburgh, 338. 343. 350-352.—The east coast correspondence should start at the same time, and arrive as soon as that by the west coast, instead of being two hours later, 338, 339.—No complaints are made against the post-office authorities in Edinburgh, 340, 341.—Complaint as to the mail from Edinburgh to London being two hours and a half shorter by the western than by the eastern coast, on account of the latter route from York not being over the Great Northern line, 342-344.

The London as well as the Irish correspondence comes to Edinburgh by the western route, 345-348.—Although the distance to Stirling by the direct east route is thirteen miles further than by the west route, time would be saved by sending a mail train by the east route, 349-352. 358.—There is not any practical inconvenience to Edinburgh in not sending the morning mail from London via the Great Northern line, 353, 354.—Dispute at present between the North British Company and the Post-office, through the arbitrary decision of the latter as to remuneration, 353. 354. 380-382.

Suggestion that a crack or fast train, limited in carriages and passengers, be run on the east and west coast lines, 355 et seq.—Expediency of allowing twelve, or perhaps thirteen hours for the accomplishment of the journey from London to Edinburgh by each route, 356. 368-371. 374.—Propriety of there being only two first-class carriages, and not more than thirty-six passengers allowed by either of these trains, 356, 357. 374-378. 382-394.—Recommendation that all the lateral trains be made to fit into the two main trains; how this might be effected, 356. 358-361. 366, 367. 372, 373.—Additional remuneration of about sixpence a mile to be received by the companies for the increased facilities of conveyance, 358. 362-368. 375-379. 393.

Considerable correspondence going on between Edinburgh and London, 383-386.—Circumstance of there being a larger correspondence generally from Edinburgh than from Glasgow, &c.—Belief as to the use of mail trains for the conveyance of fish from Scotland, 387, 388.—Advantage to Edinburgh in the acceleration of the mails from the south in 1853; 395-397.—Convenience of an east coast train, even though the west coast train might be made to reach Edinburgh in twelve or twelve hours and a half, 398.—Circumstances of third-class passengers being taken to Scotland by the mail trains from London on Wednesday and Saturday evenings, 399, 400.

*Mail Carts.* There have not been more than four cases of robbery of mail carts during the thirteen years that witness has been in the Post-office; the accidents may have been more numerous, Page 663-667.—Mail carts are more regular than mail trains, Page 664. 713. 724; Tilley 2127.—Accidents to the mail carts between Wolverhampton and Lichfield, and between Chelford and Macclesfield, adverted to, Page 675-677. 705.—Regularity of the mail carts; average rate per mile travelled by them, &c. 713-719. 731-733.—Extent of the mail cart service, &c. 725-727.—Number of miles travelled respectively by trains and by carts, adverted to, Tilley 2128.

Employment of mail carts in the postal service east and west of the Great Northern line, explained, Clarke 2376-2378.—Probable reluctance of the Post-office in some instances to abolish mail carts, through fear of the expense of conveyance by railway, Huish 3048-3050.—The Post-office pay very little for these mail carts, because the carriers derive great profit from carrying railway parcels, C. A. Saunders 3182-3184. 3189-3195  
411—L. 63 —Slight

## Report, 1854—continued.

*Mail Carts*—continued.

—Slight extent to which the expense of the mail cart service would be reduced by a large employment of the Great Northern Railway, *Hill* 4151.

See also *Chefford to Macclesfield*. *Huntingdon*. *Kerry*. *Liverpool to Warrington*. *Macclesfield*. *North Kent*. *Potteries (Staffordshire)*. *Robberies of Mails*. *Tudcaster*.

*Mail Coaches*. The payments at present are about four times as great as under the mail-coach system, *Hill* 1723.—Probability of less expeditious conveyance of mails in some rural districts than when mail coaches were employed, *ib.* 1910, 1911.

*Manchester*. Importance of Manchester having two posts a day to and from the north, *Macfie* 939.—Manchester at present has no great reason to complain of its communication with the north, *Boothman* 3745.—Great advantage to Manchester if the mail train could be made to arrive as early as possible before the exchange is over, *ib.* 3746, 3747.—Suggestion by the Chamber of Commerce that a bag should be made up for Manchester by the train which leaves London at six o'clock in the morning, *ib.* 3777-3793.—It would be of great service if letters could be delivered at Manchester by two p. m., *ib.* 3794, 3795, 3802, 3803.

*Memorials and Complaints*. Course pursued by the Post-office in the event of memorials for local and sub-offices, *Sir G. Grey* 294-297.—Memorials from Edinburgh to the Post-office, on the subject of delays; replies of the latter thereto, *Right Hon. D. M. Larnach* 324, 330-335.—Complaints made from Edinburgh to the Post-office authorities, relative to the local posts; attention paid to the matter by the Post-office, *Cowan* 412, 418.—Strong representations made by the Members for North Staffordshire and Cheshire to each succeeding postmaster-general, on the insufficiency of the accommodation in their districts, *Ricardo* 523, 524.—The Postmasters-general (particularly Lord Hardwicke) have always agreed to the terms at first, but on consulting the other post-office authorities have thought such terms unreasonable, *ib.* 525-527.—Memorial relative to postal accommodation presented to Lord Hardwicke by the inhabitants of Macclesfield, *Egerius* 622-624.

A memorial from the Chamber of Commerce at Liverpool was sent to the Postmaster-general, with respect to the inconvenience of not having an evening mail to Scotland from Liverpool, *Bowen* 925-927.—Numerous memorials have been forwarded to the Postmaster-general on the subject of the communication between the West of England and South Wales; promises given that the same should be rectified as soon as arrangements could be made with the railway company, *Somerton* 1186-1189, 1208-1216.—Copy of a memorial sent to Lord Hardwicke by the inhabitants of Bandon, on the subject of the bad postal communication, *Viscount Howard* 3657.—Reference to memorials sent to the Post-office by the Chamber of Commerce at Manchester, on the subject of the continental correspondence, *Boothman* 3736, 3737.—Copy of the memorial addressed by the directors of the Chamber of Commerce and Manufacturers of Manchester to the Postmaster-general, on 9 December 1852, in reference to the morning mail from the south, *ib.* 3776.—Resolutions and memorial adopted at a public meeting of the merchants, bankers, and other inhabitants of the city of Bristol, 19 December 1853, *App.* p. 508, 509.

Reference to memorials chiefly from Scotland, for farther acceleration, *Hill* 1941.—Answer by the Post-office to the memorial from the Manchester Chamber of Commerce, *ib.* 4293, 4294 and *Ex.* p. 412.—Great number of complaints from the public as to the mode in which the Post-office service is performed, some important, others trivial, and a vast number unfounded, *Viscount Conning* 4467, 4468.

Special evidence relative to defective postal arrangements, and replies of the Post-office thereto, adverted to by the Committee, *Rep.* p. xvi.

See also *Bristol*, 1. 3. *Newcastle, Shields, and Gateshead Chamber of Commerce*. *Northumberland*. *Potteries (Staffordshire)*, 1. 2.

*Metropolitan Delivery*. Practice as to the delivery of letters from the London post-offices; all letters in the first instance proceed from the General Post-office, *Hill* 1878-1885, 1928.—The variation of the time of delivery of letters in London is owing partly to the irregular arrival of the mails and partly to the variable amount of duty to be performed at the Post-office, *Page* 2789.—Considerable improvement has taken place in the distribution in the suburbs of London of letters which have been received by the night mails, *Viscount Conning* 4458, 4459.

*Metropolitan Terminal*. Return of the hours at which the various mail bags were due, and were delivered at the metropolitan terminal, for transmission by railway, during the months of October, November, and December 1853, and the hours at which the bags were due and arrived by railway at the metropolitan terminal during the same months, *App.* p. 457-482.

*Midland*

## Report, 1854—continued.

**Midland Railway.** Readiness of the Midland Company always to meet the wishes of the Post-office, *Hill* 1460.—The mail train on the Midland line from Rugby is now run very fast, and is not proposed to be accelerated, *Alport* 3312-3315.—Great number of times in which the mail trains on the Midland line have made up for delays which have occurred on other lines, *ib.* 3316. 3330-3333.—The Midland Company carry the mails by agreement over their whole line for a lump sum of 23,000 *l.* a year, *Alport* 3322-3325; *App.* p. 580.

Speed of the up and down mail trains from Rugby to Normanton, *Alport* 3327-3329.—Great number of special trains run for the Post-office on the Midland line, though the company have received nothing specially for them, *ib.* 3330-3349. 3349-3359.—There is no difficulty in running the night mail trains on the Midland line, *ib.* 3346, 3347.—Number of miles run by the company, and mileage expense in each half year of 1853; *ib.* 3360. 3363.—Diminution of parcel receipts upon the Midland line, *Hill* 4241.

Return of the working of the up night mail train over the Midland Railway from Normanton to Rugby during the months of October, November, and December 1853, *App.* p. 549-551.—Similar return relative to the up morning mail train, *ib.* 552-554.—Similar return relative to the down day express mail train from Rugby to Normanton, *ib.* 555-557.—Similar return relative to the down night mail train, *ib.* 558-560.—Return also of the working of the up express train from Normanton to Rugby during the same period, *ib.* 561-563.

**Midland Route.** Time bill of the down night train from London to Edinburgh *via* Derby, for March 1854; *O'Brien* 17, and *Ec.* p. 4.—Difficulty of fairly averaging the speed of the mail *via* Rugby and Derby, *ib.* 48.—Unnecessary delay in sending a mail train to Edinburgh *via* Derby and York, *Right Hon. D. McLauren* 326. 334. 335. 337.—Comparatively few letters that would be delayed by breaking through the route *via* Tamworth, &c., *O'Brien* 3387.

With reference to complaints from Newcastle, &c. against the conveyance of the mails by the Midland route, witness refers to a memorandum (*App.* p. 498-505) prepared by him, and stating fully the reasons for the non-adoption of the Great Northern route, *Hill* 1443-1445.—Tables delivered in, and explanation thereon, relative to the running of the night mail trains over portions of the York and North Midland, and York, Newcastle, and Berwick Railways during November last, *ib.* 1471-1501.—Great importance of the correspondence *via* Tamworth and Derby northwards, *Hill and Page* 1440-1443.—Objections, under existing arrangements, to any other route than the present for the conveyance of the correspondence, *ib.* 1444-1446.

Return of the average lateness in the arrival at York of the down night mail *via* the Midland Railway, and of the down day mail *via* the Great Northern, during April 1854; greater regularity by the Midland route, *Hill* 1550, 1551.—Greater average lateness at Newcastle, in December 1853, of the night mail *via* Rugby and Derby, than of the day mail *via* the Great Northern line; inferences therefrom disputed, *ib.* 1552-1554.

Return of the hours at which the night mail train running between London and Edinburgh *via* Derby, &c., arrived at the different stations during the months of October, November, and December 1853; *App.* p. 453-455.—Return of the hours at which the above train left the London station during the same months, *ib.* 453, 454.—Return of the hours at which it arrived at Edinburgh, *ib.*—Return of the hours at which the night mail train left Edinburgh during the same period, *ib.* 454, 455.—Also of the hour of its arrival at the London station, *ib.*

Return of the hours at which the day mail trains running between London and Edinburgh *via* Derby arrived at the different stations during the months of October, November, and December 1853, *App.* p. 464-466.

Running of the down mail (due to leave London, Euston-square, at 9.0 P. M., and arrive at Normanton 3.45 A. M.), for the months of October, November, and December 1853, *App.* p. 586-588.

See also *Acceleration.* *Circuitous Routes.* *Great Northern Railway.* *Junctions.* *Newcastle-on-Tyne.* *Rugby.* *York and North Midland Railway.*

**Mileage Payment.** Average expenditure of about 10 *d.* a mile for postal communication, by railway, *Hill* 1722.—Impossibility of determining a fixed mileage rate over the kingdom, *Hutch* 3955-3957.—The highest award in Ireland has been 5 *s.* a mile, and the highest in England, 3 *s.* 6 *d.*, *Williams* 3998-4002.

See also *Great Southern and Western Railway.* *London and Brighton Railway.*

**Milner, William Mordaunt Edward (Member of the Committee).** (Analysis of his Evidence).—Inconvenience inflicted on a very important district near Leeds by the mails being now taken on to York and thence sent back 10 miles by mail cart for distribution, 819-814.—Desire of the merchants, &c. in this district to return to the former system  
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## Report, 1854—continued.

*Milner, W. M. E. (Member of the Committee).* (Analysis of his Evidence)—continued.

by which the mails were dropped at Bolton Percy, three miles from Tadcaster, without any actual stoppage of the train, 812, 813—Populous character of the district in question, 814.

*Money Orders.* Statistics of the number and amount of money orders issued in the United Kingdom; increase in 1853 over 1852 of nearly half a million of money, Viscount Caning 4327-4330—Great increase in the money orders issued and paid in Liverpool in January 1853 and May 1854, *ib.* 4343.

*Mutual Fines.* See *Fines*.

## N.

*Newark.* Convenience of Newark as a point of centralization in the event of mail trains to the North and the Great Northern Railway, *O'Brien* 67. 119-121.

## NEWCASTLE-ON-TYNE:

1. *Recent Improvement of the Mail Service.*
2. *Uncertainty and Delay in the Arrival of the London Mail.*
3. *Slowness of the Communication with sundry Places.*
4. *Explanation by the Post-office.*
5. *Improvements suggested.*

1. *Recent Improvement of the Mail Service:*

Acceleration of the trains from the South in June 1853, in order that the night mail might reach Newcastle in the morning; complaints of the subject having been made to the Post-office, *O'Brien* 14-16—Respects in which the postal arrangements between London and Newcastle have been improved since July 1853, *Allhusen* 212-215. 227-229—Improvement in the local deliveries of letters at Newcastle, *ib.* 218, 219—Sundry improvements effected since 1851 in the mails between London and Newcastle-on-Tyne, *App. p.* 501, 502.

2. *Uncertainty and Delay in the Arrival of the London Mail:*

Great inconvenience to the town in the want of punctuality in the arrival of the mail train from London, *Hinde* 136-140. 252-170—Impossibility of punctuality at Newcastle by the present route from London and Derby, &c., *ib.* 138. 142. 170—The Newcastle merchants never know whether they will receive their letters at ten or twelve o'clock, *ib.* 138—Letters from the north to Newcastle adverted to; no complaints made on this score, *ib.* 149. 155. 156—Inconvenience of there being no local delivery in Newcastle before that of the London mail, *ib.* 156-160.

Conclusion that the general inconvenience to Newcastle, &c. is solely owing to the defective post-office arrangements, *Allhusen* 220, 221—Great delay occasionally, adverted to, 225, 226—Populous and important character of the district immediately north of Newcastle, *Sir G. Grey* 275. 286-291.

Return of the hours at which the night mail trains running between London and Edinburgh, and Derby, arrived during the months of October, November, and December 1853, *App. p.* 453-455.

Reference to complaints of the irregularity of the London mail, *Rep. p.* iii. v—Lateness of the night London mail during October, November, and December 1853, *ib.* iv—Average daily lateness of forty minutes from June 1853 to March 1854, *ib.*—Complaints of the uncertainty rather than of the general lateness of the night mail from London, *ib.* v—Different remedies contemplated, *ib.* v-vi.

3. *Slowness of the Communication with sundry Places:*

Great delay in the postal communication between Newcastle and several other places, *Allhusen* 182 *et seq.*—Slowness of the postal communication between Newcastle and Cambridge, *ib.* 186, 187—Slowness of the postal communication with Ipswich and Yarmouth, *ib.* 188-192. 203—It takes four days to communicate between Ipswich and Newcastle, *ib.* 189—It takes three days to communicate between Newcastle and Yarmouth, *ib.*—Slowness of the communication between Newcastle and Glasgow, *ib.* 193, 194—Also between Newcastle and Aberdeen, *ib.* 194, 195. 203—Irregularity of the communication between Newcastle and Manchester, *ib.* 195-197—Also between Newcastle and Liverpool, *ib.* 195-197. 200.

Great importance of quick communication between Newcastle and all the ports along the eastern coast, on account of the immense shipping interest at the former place, *Allhusen* 200, 201. 216—Circumstance of witness having arrived at Newcastle from Dublin twenty-four hours before a letter which he had posted at the latter place before leaving it, *ib.* 204-211—Main importance to Newcastle of the London and east coast letters, which form at least seven-eighths of the whole correspondence, *ib.* 230-235.

4. *Explanation*

## NEWCASTLE-ON-TYNE—continued.

4. *Explanation by the Post-office:*

Contemplated arrival of the down mail at Newcastle at 6 h. 7 m. A. M. instead of at 7 A. M. by an acceleration south of Normanston, and without any increase of speed between Normanston and Newcastle, *Hill* and *Page* 1450-1453. 1451-1458—Facilities for delivery at Newcastle before 9 A. M. under the contemplated arrival at 6 h. 7 m. A. M., *Hill* 1495-1505.

Great deal of misapprehension existing with regard to the circulation of letters between Newcastle, on the one hand, and Cambridge, Ipswich, and Yarmouth on the other; explanation as to the time of delivery at these places, *Page* 2725, 2726—Concurrence in the statement of Mr. Allhusen that no answer can be obtained to a letter from Newcastle to Yarmouth till the third day; remedy suggested which could be adopted were it not for the enormous expense and the amount of correspondence not justifying the same, *ib.* 2727-2739—Inutility of any return of the number of London letters weekly to Newcastle, *Hill* 1609—Estimated proportions borne respectively by the correspondence with Newcastle which would be accelerated by the adoption of the Great Northern route, and by the correspondence with Tamworth to Newcastle which under such route should be otherwise provided for, *Page, Hill, and Tilley* 2090-2096.

Ipswich might be added to this arrangement, but it would materially add to the expense, *Page* 2740, 2741—Refutation of the statement of Mr. Allhusen relative to the time taken to get answers to letters from Newcastle to Glasgow or Aberdeen, *ib.* 2742, 2743—Also of a like statement as to the delivery of Newcastle letters at Liverpool, Manchester, and Dublin, *ib.* 2744—Also of the statement that it requires four days for an answer to a letter from Newcastle to Ipswich; in the instance mentioned, it probably happened through the letter being posted too late, *ib.* 2783-2789.

5. *Improvements suggested:*

Calculation showing that by the Great Northern route a mail from London at 2 P. M. might regularly reach Newcastle, a distance of 292 miles, at 5.30 A. M., *O'Brien* 60. 62. 83-85—All the Newcastle district might be accommodated by the Great Northern route, *ib.* 63, 64—If the delivery of the mail in Newcastle could be completed by 10 A. M., satisfaction would be given, *Hinde* 136, 137. 164—The district around Newcastle requires an acceleration of the mail, if possible, *ib.* 138-140. 144-148 154. 161-163.

Main importance to Newcastle of the punctual arrival of the London mail, without reference to mails from other parts of the kingdom, *Hinde* 149. 152-154—The Irish and west of England letters might be sent by Carlisle, *ib.* 152, 153—Belief that an hour and a half might be saved to Newcastle by adopting the Great Northern route, *ib.* 162—Satisfaction to Newcastle if the delivery from London be completed by 9 A. M., *Allhusen* 222-224—Sufficiently early arrival of the down night mail at Newcastle for the wants of that place, *Huish* 2669-2671. 2673.

Recommendation that arrangements be made for the punctual arrival of the night mail at Newcastle, either by the Great Northern or Midland route, at an hour not later than 6 A. M., *Rep.* p. vii.

See also *Acceleration. East Coast Route. Eastern Counties. Great Northern Railway. Insurance of Shipping. Midland Route. Punctuality. Travelling Post-offices. York, Newcastle and Berwick Railway.*

*Newcastle, Shields, and Gateshead Chamber of Commerce.* Reference to complaints by this Chamber of Commerce of general irregularity and insufficient arrangements in regard to the mails, *Allhusen* 173-182—The Chamber of Commerce mainly request that the London mails be despatched by the Great Northern Railway, *ib.* 175—Correspondence between the Postmaster-general and the Chamber of Commerce adverted to and read, *ib.* 180, 181—This correspondence not having led to any prospect of redress, the Chamber of Commerce petitioned Parliament on the subject, hence the appointment of the present Committee, *ib.* 181—District and towns which may be considered as joining in the complaint of the Newcastle, Shields, and Gateshead Chamber of Commerce, *ib.* 182. 220—Sufficient cause shown for the complaints in question, *ib.* 183 et seq. 198, 199.

*Newspaper Stamp.* Suggestions with regard to the possible abolition of the newspaper stamp, *Knight* 3849.

*Newspapers.* Newspapers form about 9-10ths of the weight of the London mails, *Hill* 1349—Statement showing that they form 76 per cent. of the weight of the evening mails from London, *ib.* 2131. 4155-4158—There are 124,333 newspapers sent on an average every evening, *Hill's En.* p. 394—Immense transmission of newspapers by the night mail; how far any restriction should be placed thereto, *Hill* 2229-2333. 2244-2248. 2261-2269—Larger cost to the Post-office for the conveyance of newspapers, than of letters, *ib.* 2263-2265. 2267-2269.

Report, 1854—continued.

## Newspapers—continued.

Witness suggested some years since that a halfpenny should be charged on those newspapers posted between six and seven o'clock, *re. 2d.* and 1d. on those posted after seven, *Bokenham 2709*—Receiving newspapers up to six o'clock greatly interferes with punctuality in despatching the mails, *ib. 2710-2712*—Witness would be glad to see newspapers removed from the Post-office altogether, *ib. 2713, 2714*—Great reduction in the number of the staff required at the Post-office, if no newspapers passed through it *ib. 2715-2717*.

Large newspaper mail from London on Fridays, *Huish 2815, 2847*—Immense weight of newspapers going by the down mails on the London and North-Western Railway, *ib. 2845-2847*—The foregoing statement refuted so far as the weight of the "Illustrated London News" is concerned, *Hill 4134, and Ex. p. 393*.

Decrease in the number of newspapers posted in the year 1853 as compared with 1850; reason thereof, *Viccount Canning 4313-4315*—Under the new arrangements with the General Screw Packet Company, they are to be paid a halfpenny for every newspaper they carry to Australia, &c., although the Post-office will be receiving nothing from either sender or receiver, *ib. 4447, 4448*.

See also "*Illustrated London News*." *Weight of Mails.*

*Night Mails.* Danger in running the night trains at the same speed as the day trains, *O'Brien 49, 50*—A night mail may be run at the same speed as an express train, allowance being made for stoppages *Hill 1380-1382*—Expense of night service for any mail or passenger train adverted to, *Clarke 2425, 2426*—Enhancement of the payment if mails be run in the night, *Hill 4164, 4165*.

Return showing the hours at which the trains between London and Glasgow, London and Aberdeen, London and Edinburgh, and London and Holyhead, arrived at the various stations during the months of October, November, and December 1853, *App. p. 445-466*—Return showing the number of minutes (if any) which the night mails from London were behind time at the following stations, on each day, in the months of October, November, and December, 1853; *viz.* Bristol, Exeter, Plymouth, Gloucester, Brighton, Southampton, Dover, Norwich, Lincoln, Manchester, Liverpool, Holyhead, Glasgow, Edinburgh, and Newcastle-upon-Tyne, *ib. 582, 583*.

Lateness generally of the night mails from London, during October, November, and December 1853, adverted to and considered, *Rep. p. iii et seq.*

See also *Acceleration.* *Bristol.* *East Coast Route.* *Great Northern Railway.* *Irregularities and Delays.* *Letters.* *London and North-Western Railway.* *Midland Route.* *Newspapers.* *Separation of Scotch and Irish Mails.* *West Coast Route.*

*Normanton.* See *Creech to Normanton.* *York and North Midland Railway.*

*North American Mails.* With respect to the North American mails, they being landed at Liverpool, Liverpool has the advantage over London, *Bouch 896*—These letters are sorted in Liverpool, *ib. 897, 898*—Larger proportion of letters for Ireland by the American mail, than for Scotland, *Bunning 1049-1046*.

See also *Foreign and Colonial Mails.*

*North British Railway.* Dispute at present between the North British Company and the Post-office, through the arbitrary decision of the latter as to remuneration, *Right Hon. D. M'Laure 353, 354, 380-382*—Great inconvenience which arises from the dispute between the Post-office and the North British Railway Company, about the conveyance of the mails between Edinburgh and Hawick, *Coxes 417*.

Examination relative to the quarrel with the North British Company about conveying the mail between Edinburgh and Hawick; inconvenience resulting therefrom, and consequent complaints made to the Post-office, *Page 2059-2064, 2083-2085*—Concurrence in the statement that letters by the down mail from Berwick to Edinburgh are conveyed by mail cart instead of by railway, is consequence of the railway company having declined the terms proposed by the Post-office, *ib. 2746, 2747*.

Time tables of express and fast trains running between London and Edinburgh *via* the East Coast route, *App. p. 563*—Tables showing the running of the express and fast trains over the North British line, for October, November, and December 1853, *ib. 565-567*.

*North-east Coast.* Desirableness of a more regular and early delivery all the way between Newcastle and Edinburgh, *Huide 150, 151, 154*—Impossibility of the north-east coast being sufficiently accommodated, unless the Great Northern route be adopted, *Althuses 200, 234*—Additional post-offices should be established along the line of railway between Newcastle and Berwick, *Sir G. Grey 253-255, 270-274*.

Objection



## Report, 1854—continued.

*North-east Coast—continued.*

Objection to any additional post-offices between Newcastle and Berwick, as not being justified by the extent of the correspondence, *Tilley* 2103, 2104.

*North Kent.* Service of the mail in parts of North Kent by means of carts; the same explained, *Hill* 3393-3397.

*NORTH STAFFORDSHIRE RAILWAY:*

1. *Complaint as to the Non-conveyance of the Pottery, &c., Mails along this Line; Offer made by the Company.*

2. *Rejection of the Terms offered by the Company explained.*

1. *Complaint as to the Non-conveyance of the Pottery, &c., Mails along this Line; Offer made by the Company:*

The only answer given by the Post-office to the complaints about the mail-carts, made to them from the Potteries district, was, that the terms required by the North Staffordshire Railway Company were too high, *Hollins* 464, 465.—The London and North-Western Railway Company have bought the North Staffordshire line, but have not yet taken possession, *ib.* 466, 467.—Transmission of letters both ways by the North Staffordshire line would meet all the wants of the Potteries, *ib.* 470.—Witness agrees with Mr. Hollins that the transmission of letters by the North Staffordshire line would remedy the whole of the grievances, with but little additional expense, *Stevenson* 558-560.

Very moderate rate at which the North Staffordshire Railway Company now carry mails, *Records* 486-489, 501-504.—The mails are carried for less than ordinary goods, *ib.* 490.—Offer made by the company to convey the mails of the Potteries district for 1,000*l.* a year, but refused by the Post-office, *ib.* 491-497, 500, 506-508, 518.—The offer of conveyance for 1,000*l.* per annum was for the night mail only, *ib.* 533.—The room taken up by the mail bags might be devoted to parcels, and is therefore an item of expense to the company, *ib.* 534-538.—If a guard is sent with the mails, he pays second-class fare, *ib.* 539-541.

2. *Rejection of the Terms offered by the Company explained:*

The offer made by the North Staffordshire Railway Company to carry mails for 1,000*l.* a year, only included the night mails; letter on the subject from the secretary of the company to the Post-office, *Page* 754-756.—Great additional expense to the Post-office if the offer of the company had been accepted, *ib.* 757-760.—The offer did not include Newcastle-under-Lyme, *ib.* 761.—The increased expense of using the North Staffordshire Railway for a night mail was not considered justifiable from the extent of the correspondence, *ib.* 1335, 1370.—Memorials from North Staffordshire on the subject of the conveyance of mails by carts adverted to, *Hill* 1731-1734.

Statement delivered in, and explanation thereon, showing that the increased expense is estimated at 606*l.* 6*s.* 4*d.*, *Page* 1735, 1737.—Acceleration of the mails, and greater facilities of correspondence, if the night service was carried on by the North Staffordshire line, as offered, for 1,000*l.* a year; refusal of the offer further explained, *Page* and *Hill* 1753-1771.—The company are not paid at a less remunerative rate for mail bags than for ordinary parcels, *Hill* 1780-1783.—Good and direct communication between Macclesfield, Manchester, and Congleton, by means of the North Staffordshire Railway, *Page* 2748-2753.—Payment now made to the company for mail trains, *App. p.* 518.

See also *Macclesfield. Potteries.*

*North Sunderland.* Considerable inconvenience to this town of the postal arrangements in the district, *Sir G. Grey* 244-246.—The letters are only about 300 a week, *Tilley* 2104.

*North Union Railway.* Particulars as to four awards since 1849 between this company and the Post-office, *Hulse* 3052.—Case in which an award to the North Union Railway of 3*s.* 6*d.* was opened and one for 3*s.* 6*d.* substituted, *Williams* 4031-4033.—Statement showing that the Post-office did not avail themselves of the power to open the award in the case of the North Union Railway, *Hill* 4152.

*Northumberland.* Witness represents the postal wants of the district from Acklington to Berwick, a distance of thirty-eight miles, *Sir G. Grey* 237.—Complaints from this district as to the circuitous route by which the mail is conveyed from London, *ib.*—Complaint also as to the situation of the local post-office of Alwark and Belford, and the mode of distributing the letters; the same explained and illustrated, *ib.* 237-251.—Employment of foot messengers to distribute the mail throughout the district adverted to; increase of these messengers recently, *ib.* 238-242, 251.—Still greater inconvenience to the district with regard to the postal communications with Edinburgh and the north, *ib.* 243, 244.—Explanation as to the non-presentation of memorials from the district represented by witness, *ib.* 267.—This district is not very populous, *ib.* 267, 275.

## Report, 1854—continued.

## Northumberland—continued.

Objection to any additional post-offices between Newcastle and Berwick, as not justified by the extent of the correspondence, *Tilley* 2103, 2104.

Reference to complaints of the postal arrangements in the rural districts, &c., *Rep.* p. iii—Means proposed for obviating the inconvenience, *ib.* v-vii—Suggested acceleration of the London night mail to Newcastle as a remedy for the inconveniences complained of, *ib.* vii.

See also *Aberwick District.* *Beal.* *Chathill.* *Haggerston.*

*Notices (Mail Trains).* Abstract of legal notices (now in force) from the Postmaster-general to railway companies in Great Britain and Ireland, *App.* p. 485-493.

## O.

*O'Brien, Captain William.* (Analysis of his Evidence.)—Secretary to the York, Newcastle, and Berwick Railway Company, 1—Numerous complaints have been made of irregularity in the conveyance of the mails along this railway, 2—Such irregularities or delays generally arise before the mails have come upon the line, and not from any fault on the line or on its branches, 3—The delay is mainly attributable to the system of centralization at Tamworth, 4-7, 13, 14, 70—The circuitous route to York by Rugby and Tamworth is another cause of delay, 4, 9, 10—A further delay arises from the manner in which the Post-office authorities have timed the train along the line, without reference to the views of the company, 4, 18 et seq.—The York and Berwick Company have not taken any official notice of the complaints referred to, 8.

Average loss of only two minutes per day on the mail trains between York and Newcastle during the year 1853, 12, 13, and *Ex.* p. 3—Average delay throughout 1852 of sixteen minutes each day at York, 13, 14—Considerable increase in the loss of time during the winter months, 14, 18, 19, 44, 75, 76—Acceleration of the trains in June 1853 in order that the night mail might reach Newcastle earlier in the morning, complaints on the subject having been made to the Post-office, 14-16—Bill of the down night mail train from York to Newcastle in 1853, *Ex.* p. 2—Return of the running of the same train during the same year, *ib.* 3.

The time-bill for the night mail has been substantially the same since June 1853, 16—Time-bill of the down night rail train from London to Edinburgh *via* Derby for March 1854, 17, and *Ex.* p. 4—Return of the running of the down night mail train from York to Newcastle from 1 June 1853 to 31 March 1854, *ib.*—Return of the running of the down night mail train from Newcastle to Berwick during the same period, *ib.* 5—Average delay since June 1853 of thirty-four minutes per day in the departure from York to the north, 18, 19.

Different rates of speed provided by the Postmaster-general between London and Edinburgh, 18—Diminution in the delay at York from thirty minutes in February 1854 to eighteen minutes in March; cause thereof, 18, 19, 86, 87, 112-118—Returns of the running over the York, Newcastle, and Berwick line adverted to as showing the effect of a high rate of speed in causing loss of time, and vice versa, 19-28, 77-80—Time lost between York and Newcastle where the rate of speed is highest, 19, 20—Time gained between Newcastle and Berwick, where a lesser rate of speed is required, 21-25.

Saving of time to be effected by sending the mail to York and the north over the Great Northern Railway, 27-28—Time-bills of the down night fast train from London to Edinburgh *via* Great Northern Railway for August, September, October, and November 1853, *Ex.* p. 7—Return of the running of the same train during the same period, *Ex.* p. 7—Probable delay of this train if it had to carry mails, 34-37—Lateness generally of the train at Edinburgh through its being run at a very high rate of speed, 37-40.

Greater time taken for the down night fast train from London to Edinburgh *via* Great Northern Railway, during December 1853 and January and February 1854, on account of the winter, 40—Time-bills for this period, *Ex.* p. 8—Return of the running for the same period, *ib.* 9—Increased loss of time from London to Berwick notwithstanding the diminished speed, 41-44—Further time allowed in March 1854, when the weather was unusually fine; time-bill and return of the running, showing the effect of good weather in reducing the delay, 44-47, 75, 122, 123.

Difficulty of fairly averaging the speed of the mail train *via* Rugby and Derby, 48—Actual running of this train from York to Newcastle at forty-four miles an hour, or a greater speed than the express train, 48, 49—Explanation of the stoppage of the train at Ferry Hill, though not required, 49, 117, 118—Danger in running the night trains at the same speed as the day trains, 49, 50—Suggestion that an average running speed of forty miles an hour be allowed to the mail trains, 51-54, 94-96, 104, 105, 128, 133—Allowance moreover of about five minutes to be made for stoppages, 54, 97-99, 128-133.

Great

## Report, 1854—continued.

*O'Brien, Captain William.* ((Analysis of his Evidence)—continued.

Great inconvenience to the York, Newcastle, and Berwick Company is the lateness of the arrivals at York, 56.—No inconvenience of any moment in delivering or receiving the mails at the stations, 56-59. 71.—Calculation showing that by the Great Northern route a mail from London at 9 P. M. might regularly reach Newcastle, a distance of 272 miles, at 5.30 A. M., 60. 62. 83-85.—Advantage of such a train to Edinburgh, 61. 62.—All the Newcastle district might be accommodated by the Great Northern route, 63. 64.

Points for the centralization of mails in the event of conveyance along the Great Northern line, &c. to Edinburgh, 65-69. 119-121.—There is no especially intricate railway communication with the York and Berwick line, 73. 74.—Effect of bad weather on railway speed further adverted to, 75. 76.—Great difficulty in keeping up the running speed of the mail train at forty-four miles an hour from York to Newcastle, 81. 82.—When the junctions are all effected at Tamworth, the mail train starts *via* Derby to York, 88. 89.—The mail from London to York branches off the London and North-western line at Rugby, 89.

Decision by the Postmaster-general of the speed of the mail trains without consulting the railway companies, 90. 91. 117.—Error in calculating the speed of the mail trains from what the express trains can perform, 91. 117.—Want of punctuality is decidedly contingent on the high rates of speed fixed for portions of witness's line, 92. 93. 100.—Discontinuance of the premiums tried on the line with reference to the saving of coals by the engines, 101. 102.—The detention caused at Tamworth is hardly avoidable, 103.

No specific complaint has been made by the Postmaster-general against the York, Newcastle and Berwick Company, 106-108.—Inquiries into delay are duly explained by the Company, 106. 109-111.—Reference to a circular from the Post-office containing strong accusations of neglect on the part of the railway companies generally, 106. 114.—Argument opposed to a system of penalties on the companies, as proposed by the Postmaster-general, in the event of delays or irregularities, 124-127.—Danger and ill-will anticipated from a system of fines, inasmuch as the companies, if liable, would levy reciprocal penalties and liabilities on their servants, 126. 127.

[Second Examination.] Average payment of 10 d. a mile to the York, Newcastle, and Berwick Company for each mail train, 314-317.—Recent arbitration between the company and the Post-office, by which the former are awarded to be paid at an average rate of 2 s. 6 d. a mile, 318. 319.

[Third Examination.]—Explanation of former evidence (Q. 3), that no delays arose from any fault of the York, Newcastle, and Berwick Company, 3384.—Fallacy involved in Mr. Hill's statement that a low degree of average irregularity is quite consistent with a very high degree of irregularity in the train of each day, 3385-3387. 3389-3373.—Propriety of taking the average lateness as a test of the punctuality or irregularity on any line, 3368. 3373-3375.—Limitation of witness's evidence to the running of the down mails to Newcastle, 3376.

Explanation as to the line from Normanton to York not having been included in witness's returns, though it is worked by his company, 3377.—Extent of the delay between Normanton and York; the same explained, *ib.*—Explanation of Mr. Hill's evidence (Q. 1307) as to acceleration not being feasible on the York and Berwick line, unless the train be limited in size, 3378.—Incorrectness of Mr. Hill's statement (Q. 1325) as to the York and Berwick Company having concurred in the speed fixed over their line by the Post-office, 3379-3381.—Misapprehension of Mr. Hill (Q. 1350, 1361) as to witness's former evidence concerning the effect of winter upon the speed of trains, 3382.

Slower speed to be attained on the line south than north of Newcastle, 3383, 3384.—Further evidence as to the delay naturally consequent on the system of centralization at Tamworth, 3385-3387.—Effect of the lateness of the Irish mails at Tamworth in delaying the Newcastle, &c. correspondence, 3386.—Comparatively few letters that would be delayed by breaking through the route *via* Tamworth, &c., 3387.—Objections to the present low speed required by the Post-office on the line between Crewe and Normanton, 3387-3390.

Exceptions taken to the proposition with respect to the acceleration of the western mails to the Greenhill junction, 3391-3394.—Feasibility of a train by the eastern route to arrive at the Greenhill junction as soon as the western train, though the distance by the former route is twelve miles longer, 3394. 3395.—Passengers from the east and west should, if possible, go on to the north of Scotland by the same train from Greenhill, 3394.—Equal speed now attained generally on the eastern and western routes, the former having nothing to gain by running quicker, 3395-3400.—Practicability of the scheme for centralizing the letters to the north, before suggested, 3400.

*Official Letters.* The average weight of an official letter is rather more than an ounce and a half, *Hill* 4158.

Report, 1854—continued.

**Official Publications.** Great number of packages annually sent by witness through the book post to the clerks of unions and other official local boards, *Keight* 3844-3852.—These packages are chiefly official forms or bonds, *ib.* 3844-3852.—When documents or forms are wanted hastily, the post is specially useful, *ib.* 3844-3846.—Witness is the only publisher by authority connected with public boards, except the publisher for the Tithe Commission, *ib.* 3850, 3851.

**Overland Mail.** The same objection applies to the overland mail landed at Dover as to the West India mails, as regards being delivered at Liverpool too late in the afternoon for business, *Bosch* 908-911.—Benefit to Liverpool of a more expeditious arrangement with inference to the India and China mails, *Zwicklenhart* 3690.—If a mail were to leave Liverpool at one o'clock in the day, it would be a great advantage; particularly if it could catch the Marseilles mail, *ib.* 3701-3704.

The overland mail is landed at Dover, and forwarded to London unopened; difficulty of its being treated otherwise, *Bokenham* 2533-2536.—Average number of letters that come by the overland mail via Marseilles and Southampton, *ib.* 2610, 2611.—The overland mails could not be sorted at all in France, they being merely passing through that country, *ib.* 2655-2664.—An examination to a certain extent of the overland mails might take place if the English post-office were allowed to have their own clerks in a French travelling post-office on the journey from Marseilles to Dover, *ib.* 2688-2690.

**Owen, Blackman Thomas.** (Analysis of his Evidence.)—Secretary to the Eastern Counties Railway, 3667.—The Eastern Counties Company carry mails from London to Yarmouth, 3668, 3669.—Several occasions on which the mail-train was late in arriving at Norwich in the months of October, November, and December 1853; 3670 *et seq.*—The line from Reedham to Yarmouth is a single line, 3671. 3675.—Copy of the complaints received by witness from the Post-office since last August, together with his answers thereto, 3676.—The delay is chiefly in the up mail-trains, 3677-3679.—The Eastern Counties Company have adopted the plan, on the Colchester line, of sending a superintendent with the mail-trains to see that there is no delay, 3680.—Present speed of the mail-trains; facility of increasing it, 3681-3683.—The traffic department is not under witness's charge, 3684-3687.

## P.

**Page, Edward.** (Analysis of his Evidence.)—Senior clerk in the secretary's office at the Post-office, 660.—Belief that the complaints from the Potteries district of the insecurity of the mail-carts are entirely without foundation, 662 *et seq.*—The greatest robbery ever sustained by the Post-office was on the Great Western Railway, between Bridgewater and Bristol, 663.—There have not been more than four cases of robbery of mail-carts during the thirteen years that witness has been in the Post-office; the accidents may have been more numerous, 663-667.—Mail-carts are more regular than mail-trains, 664, 713, 724.—Vice-warrant Canning offered to send a guard with the mail-carts between Whitmore and Stoke, and between Chelford and Macclesfield, more as an act of grace than as a matter of expediency, 668-671.—Sufficiency of seven shillings a week as remuneration for the guard between Chelford and Macclesfield, 672-674.—Accidents to the mail-carts between Wolverhampton and Lichfield, and between Chelford and Macclesfield, adverted to, 675-677. 705.

Consideration of the complaint urged by the Potteries that an extra penny is charged upon all letters delivered beyond a certain distance from the Stoke post-offices, 678 *et seq.*—There are twelve district post-offices in the Potteries; the radius from the offices in which letters are delivered free is in all cases decided by the surveyor of the district, 678-685.—The charge for delivering letters beyond the boundary is usually a penny a mile; public complainants would prevent a postmaster charging more, 686-694.—Witness has nothing to do with questions of delivery; they are dealt with by Mr. Baker, 695-702.—Neither the Post-office nor the railway companies are liable for the consequences of any robbery, 703, 704.—Manner in which the Post-office prosecutes for robberies, 706, 707.—Every just complaint on the subject of over-charge would be redressed by the Postmaster-general, 708-712.

Regularity of the mail-carts; average rate per mile travelled by them, 713-719. 731-733.—Time taken and time allowed for the conveyance of mails from the several post-offices to the stations throughout the country, 720-723.—Extent of the mail-cart service, 725-727.—Witness was sent to the Potteries last year by Lord Canning, on account of the complaints from that district, 728-730.—Reasons for not giving the Potteries a day-mail to London, 734-749.—Particulars relative to the trains from the Potteries to Crewe, and from Stoke to Stafford, 736-749.—Report of witness on his return from the Potteries, 750, 751.

The offer made by the North Staffordshire Railway Company to carry mails for 1,000 £ a year only included the night-mails; letter on the subject from the secretary of the company

## Report, 1854—continued.

*Page, Edward.* (Analysis of his Evidence)—continued.

pany to the Post-office, 754-756—Great additional expense to the Post-office if the offer of the North Staffordshire Company had been accepted, 757-760—(*Mr. Holmes.*) In witness's estimate of the expense of the mail cart system in the Potteries district, only Stoke, Newcastle, Macclesfield, and Congleton were included, 761—(*Mr. Page.*) The North Staffordshire Company's offer did not include Newcastle, 761—The present system of mail-carts in the Potteries costs considerably less than 800*l.* a year, 761, 783—Particulars relative to the revenue derived from letters in the Pottery district, 764-774—Persons with whom witness communicated when at the Potteries, 775-780.

Expense has been the main objection to complying with the wishes of the Potteries district, 781—All the denutations to the Post-office on behalf of the Potteries have begged that the matter might be referred to arbitration, which, however, the Post-office declined, 782-786—Salaries of the postmaster, clerks, letter-carriers, and stamper at Stoke, 787-791, 811—Belief that no postmaster is obliged to deliver letters before seven in the morning, 792-795—Macclesfield was included by witness in the arrangement for having the benefit of a day-mail by the North Staffordshire line, 796-798—Number of letters delivered in Macclesfield, and revenue derived from the same, 799-803—Mail route from Macclesfield to Congleton, 804.

With respect to Huntingdon, the letters from London are sent round by Cambridge, because the Post-office does not employ a night-mail train between London and Peterborough, 805-809—An account of the average daily weight of letters, books, and parcels, separately, has lately been kept at the London Post-office, but not in the country, 810.

[Second Examination.]—Contradiction of the statement that the express mail to Edinburgh, which left London at 5 P.M., was next to useless; since its withdrawal many applications have been made for its re-instatement; great expense thereof, 2719-2722—Contradiction of the statement of Mr. Cowan, relative to the defective postal arrangements of Pennycook, 2723—There were formerly two posts a day at Pennycook; alteration made in the hours, by which the newspaper proprietors of Edinburgh were injured; this was again remedied, but unfortunately displeased Mr. Cowan, and a third despatch was established by means of a stage coach, 2723—The only grievance Mr. Cowan now sustains is the want of a morning despatch of letters to Edinburgh, 2723—It is said that in reality Pennycook is Mr. Cowan, and Mr. Cowan is Pennycook; there is scarcely any other trade carried on there, except that of which Mr. Cowan is the proprietor, 2723.

Great deal of misapprehension existing with regard to the circulation of letters from Newcastle to Cambridge, Ipswich, and Yarmouth; explanation as to the time of delivery at those places, 2725, 2728—Concurrence in the statement of Mr. Allhusen, that no answer can be obtained to a letter from Newcastle to Yarmouth till the third day; remedy suggested which could be adopted, were it not for the enormous expense and the amount of correspondence not justifying the same, 2727-2739—Ipswich might be included in this arrangement, but it would materially add to the expense, 2740, 2741.

Refutation of the statement of Mr. Allhusen relative to the time taken to get an answer to letters from Newcastle to Glasgow or Aberdeen, 2742, 2743—Also of a like statement as to the delivery of Newcastle letters at Liverpool, Manchester, and Dublin, 2744—Also of the statement of Mr. Hodgson Haude as to the delivery of letters between Lincoln and Boston; in the particular instance mentioned it occurred through being posted too late, 2745—Concurrence in the statement that letters by the down mail from Berwick to Edinburgh are conveyed by mail-cart instead of by railway, in consequence of the railway company having declined the terms proposed by the Post-office, 2746, 2747.

Evidence relative to the good and direct communication between Macclesfield, Manchester, and Congleton by the North Staffordshire Railway, 2748-2753—With reference to the charges of post complained of at Tadcaster, the same will be remedied as soon as the apparatus for exchanging bags can be fixed at that station, 2754-2756—By the next declaration of the night mail to the north (referred to by Mr. Hall), the necessity of a separate night mail from Liverpool will be almost obviated, 2757, 2758—The use of a mail-cart between Liverpool and Warrington arises from the irregularity in the trains; if that were obviated, the mail-cart would be abolished, 2759.

Evidence relative to the complaint of Mr. Banning as to the irregular delivery of letters at and about Derby; it solely arises from the delay and irregularity in the trains, 2760-2765—The like statement applies to the delivery of letters at Brimsford, 2764—The same applies to the complaint of Mr. Reinbrigg, of Derby, that letters coming from Liverpool by way of Manchester and Sheffield are detained at his office twenty-four hours, 2765—Reference to Appendix No. 6, relative to suggestions as to the arrival and departure of mails at Bristol, and as to the internal arrangements at the Bristol post-office; answers to these suggestions handed in, and read, 2766, and *Ex. p.* 248—Non-concurrence in the statement as to the mail from Tamworth and the north frequently not arriving at Bristol till the evening, instead of the morning, 2767-2770.

*Page, Edward.* (Analysis of his Evidence)—continued.

Statistics of the estimated number of miles travelled by railway in the year 1849 in England and Wales, and also by mail-coaches, mail-carts, and horse-posts in the year 1850; 2770-2772.—Remarks relative to the number and duties of the surveyors, 2773-2779.—Denial of Mr. Allhusen's statement that it requires four days for an answer to a letter from Newcastle to Ipswich; in the instance mentioned it probably happened through the letter being posted too late, 2783-2789.—The variation in the time of delivery of letters in London is owing partly to the irregular arrival of the mails, and partly to the variable amount of duty to be performed at the Post-office, 2789.—Evidence generally on the subject of the communication between the Treasury and the Post-office, relative to an acceleration of the mails between London and Dublin, 2793-2810.

[Third Examination.]—Copy of a memorial from the inhabitants of Hitchin, complaining of the postal arrangements of that place, and suggesting that they might be remedied by making use of the Great Northern line, 3831.—The grievance resolves itself into one of insecurity, a subject already discussed before the Committee, *ib.*—A letter posted at Hitchin on Monday will be delivered at St. Neots on the Tuesday mid-day instead of on Wednesday, as represented in the memorial, 3831, 3832.—Small amount of correspondence from Hitchin to the neighbouring districts, 3832.—Number of letters delivered in Hitchin weekly, 3833, 3834.

[Fourth Examination.]—Lord Canning has adopted the suggestion of Mr. Herbart, with reference to the inconvenience felt at Tralee, by applying to the Grant Southern and Western Company for an acceleration of speed of the night mail train, 4108, 4109.—Several places in the south of Ireland which will derive considerable advantage from the proposed acceleration, 4109, 4116, 4117.—The establishment of a travelling post-office on the Great Southern and Western line is also under consideration; great saving of time if this be carried out, 4109-4117.

The Postmaster-general is now in communication with the officers of the post-office in Ireland to arrange, if possible, that the day-mail to Cork shall leave at half-past eight, 4118-4120, 4122, 4123.—An arrangement is being made for the conveyance of letters between Carlow and Waterford, 4121.—The Post-office service is well and regularly performed in Ireland, but the speed is low, 4124, 4125.—Applications by the Postmaster-general for increased speed adverted to, 4126, 4127.

The suggestion of Lord Bernard, that the mails should be conveyed by rail instead of car between Cork and Bandon, could not be adopted on account of the great increase of expense, 4127, 4131.—Misconception on the part of the inhabitants of Bandon, that the time taken to obtain a reply in London to a letter addressed to Bandon is six days; it is only three days and a half, 4127-4130.—If the Post-office had the use of an additional van or two between London and Crews, it would save the time now lost in unpacking and repacking the mails at the latter place, 4132-4135.—The Postmaster-general may demand, under notice, as many vans as he requires, but the payment will be dependent upon the number, 4134-4137.—Number of Post-office railway vans leaving the Euston station nightly, 4138.

See also *Hill, Rowland.*

*Pamphlets.* Gradual decrease in the publication of pamphlets adverted to, *Knight* 3853.

**PARCELS:**

1. Generally, as to Conveyance by Post or Railway.
2. Extent of the Postal Traffic.
3. Transmission through the Post-office objected to by the Railway Companies.
4. Approval of Conveyance by Post; Complaints on the subject answered.

1. Generally, as to Conveyance by Post or Railway:

The charge on all parcels, not book-parcels, is 2 d. per ounce, as on letters, *Hill* 2141.—Limits at first upon the conveyance of parcels under the penny post, *ib.* 2166-2167, 2170-2172, 2236, 2256.—There is now no limit as to size or weight, *ib.* 2169, 2224.

Books published by witness, unconnected with public departments, are usually too heavy to be sent by post, *Knight* 3854.—A railway company or a carrier must replace a parcel entrusted to their care up to 10 l. in value, *ib.* 3885-3887.—Reduction of rate in the cost of conveyance of parcels by railway, *ib.* 3866.—A small parcel or book, requiring to be sent to a distant part of England by railway, or other conveyances, would be pretty safe, from the fact of its not being pre-paid, *ib.* 3875-3878.

Further evidence relative to parcels above one pound in weight, and paying the full letter rates, *Hill* 4170 *et seq.*—Alterations since 1849 as to parcels, other than book parcels, to be carried through the post, *ib.* 4171-4175.

2. Extent of the Postal Traffic:

Increasing amount of the parcels traffic of the Post-office, *Hill* 2148, 2149, 2168.—Probable cause of such increase, *ib.* 2150.—Gradual increase of parcels since the adoption

## Report, 1854—continued.

## P A R C E L S—continued.

2. *Extent of the Postal Traffic—continued.*

adoption of the present system as to weight and payment, *Hill* 2168. 2170-2174 — Small amount comparatively of deeds or parcels of any kind sent by post, *ib.* 2174-2177. 2208-2210.

Sentences of the number of parcels paying letter postage, which passed through the Post-office on a given day, *Nottingham* 2593-2702 — Returns showing the number of inland packets (excluding those sent from the Government offices and books) exceeding one pound weight, forwarded from London on the evenings of the 8th and 9th June 1854, *Hills Es. p.* 337 — Comparatively small increase, of late years, in the number of parcels carried by the Post-office, *Hill* 4183-4189.

3. *Transmission through the Post-office objected to by the Railway Companies:*

Loss to railway companies in the conveyance of so many parcels through the medium of the Post-office, *Ricardo* 480. 514-516 — Importance of the railways, as well as the Post-office, having a right to convey parcels by the mail trains, *Haish* 2835 — Considerable extent to which the London and North Western Company suffer, through the conveyance of parcels by the Post-office, *ib.* 2848-2855 — They have lost nearly or quite as much as they receive for the conveyance of the mails, *ib.* 2849 — Further statement as to the receipts abstracted from the London and North Western Company by the Post-office, in the conveyance of parcels, *ib.* 2889-2893 — Evidence to the effect that the parcel traffic generally is at present undertaken too extensively by the Post-office, *ib.* 2893-2902.

The parcels traffic, carried on by the Post-office, is as prejudicial to the Great Western as to other railway companies, *C. A. Saunders*, 3171-3176 — The Great Western Company have scarcely any Irish parcels, *ib.* 3177-3179 — Belief that parcels could be delivered as punctually and conveniently by railways as they now are by the Post-office, with the exception of those intended for very remote places, *ib.* 3180-3196 — Advantage possessed by the Post-office over railway companies, as carriers of parcels, *ib.* 3200, 3221.

The parcel traffic on all railways is greatly lessened by the Post-office taking parcels so cheaply, *Bodham* 3466-3468. 3475. 3477 — In the principal towns, on the Bristol and Exeter line, the booksellers get their parcels, and the drapers their samples, through the Post-office, *ib.* 3469-3474 — Railway companies suffer very much from the recent legal decision that carriers can pack several small parcels so as to make one large one, *ib.* 3470 — Possibility of railway companies organising a system by which parcels could be delivered by them as quickly and punctually as they now are by the Post-office, *ib.* 3478-3485 — The carrying of books, &c. by the Post-office greatly affects the parcel traffic of the South Wales Railway, *F. G. Saunders* 3613.

Necessity of not only the weight but also the quality or value of parcels being considered in connexion with the question of parcel conveyance by the Post-office; this has not been kept in view by Mr. Hill, *Haish* 4307.

4. *Approval of Conveyance by Post; Complaints on the subject Answered:*

Reference to complaints by railway companies against the privilege of the Post-office to send parcels by post; no grounds for such complaints, *Hill* 2159-2164 — Statement on the subject made by Lord Canning to Lord Kinnaird, adverted to, *ib.* 2160. 2164 — Slight inconvenience or expense to the Post-office in the number of parcels sorted for transmission there every night; inexpediency of excluding such parcels from postal conveyance, in order to facilitate the despatch of letters, *ib.* 2249-2250. 2266-2272 — Check upon the too numerous a transmission of parcels in the charge made for them, *ib.* 2272.

The packages annually sent by witness through the post would cost six times as much if sent by rail, *Knight* 3862-3865 — The transmission of parcels by post stops itself as soon as the price exceeds the charge by railway, *ib.* 3880-3884 — The carrying of parcels by the Post-office is an important element to be considered in fixing the amount of an award, *Hurnes* 3962-3967 — In cases of arbitration, witness has considered the conveyance of parcels by the Post-office as so far adding to the weight of the mails, but not as causing injury to the railway companies, *Williams* 4041-4046.

Statement of Captain Haish relative to ordinary parcels and book packets, as affecting railway companies, adverted to, *Hill* 4170 — The fact of traders generally having the power to collect small parcels, and send them by railway, may account for any diminution of parcel traffic suffered by the companies, *ib.* 4179, 4180 — The Post-office rates for all parcels above one pound in weight, are much higher than railway companies or private carriers would charge, *ib.* 4181, 4182 — Impossibility of any organisation of the railways being so complete as that of the Post-office for the conveyance and distribution of small parcels; great conveniences of the Post-office system, *ib.* 4194. 4200-4203. 4206-4208.

## Report, 1854—continued.

*PARCELS*—continued.4. *Approval of Conveyance by Post, &c.*—continued.

Belief that the railway companies are benefited rather than injured by the power of the Post-office to transmit parcels, *Hill* 4194. 4204-4218. 4239. 4240.—Opinion that very few of the articles now sent by post would ever be sent by railway, if the Post-office had not the power of transmitting them, *ib.* 4204. 4208. 4212-4218.—Unprofitable character of the Post-office parcel traffic, *ib.* 4204, 4205.

Injustice of the Post-office being accused of robbing the railway companies of the traffic in parcels, *Hill* 4208, 4209. 4219.—Option of the public to send parcels by railway if they so prefer, the Post-office having no monopoly in the matter, *ib.* 4209. 4214. 4230-4232.—Any competition between the Post-office and the railways for the conveyance of parcels should not form any element for the consideration of arbitrators, who should merely look upon parcels as adding so much to the weight of the mails, *ib.* 4210, 4211. 4221-4224. 4230-4231.—The Post-office collect and deliver parcels for the railway companies rather than compete for their conveyance, *ib.* 4238, 4239.

Tabular statement, and explanation thereon, of the receipts from passengers' baggage on which a charge is made, and from parcels, by six of the principal companies in each of the years 1849-53, showing the receipts for the first and second half year, *Hill* 4241-4246, and *Ex. p.* 405.—Diminution of receipts in the London and North Western line, *Hill* 4241.—On the whole there does not appear any diminution of parcel traffic, *ib.* 4241. 4246.

The Bristol and Exeter parcel traffic cannot have been affected by any alteration of late years in the Post-office system of parcel conveyance, *Hill* 4246-4288.—Explanation of Mr. Bodham's statement (*Q.* 3471) as to the conveyance of silks and muslins by post along the Bristol and Exeter line; result of inquiries by witness on the subject, *ib.* 4289. 4290.—Comment on Mr. F. G. Saunders's complaint that the South Wales Company have been deprived of parcel traffic by the Post-office, *ib.* 4292.

Post-office carriage of parcels adverted to by the Committee, *Rep. p.* xv.—Many parcels would not be sent at all by railway but for the convenience of the Post-office, *ib.*—Extent to which the Post-office may be considered as competing with public carriers, *ib.*—Great advantage of the postal conveyance of small parcels, *ib.*

See also *Book Parcels*.

*Parliamentary Papers.* Slight postage (a penny for a quarter of a pound) charged upon these papers, *Hill* 2153.

*Parliamentary Representative.* Recommendation that either the Postmaster-general or his secretary have a seat in the House, as the best medium of answering complaints, *Sir G. Grey* 297, 298.—Concurrence with Sir George Grey that there ought to be an officer unconnected with the Treasury to listen to all grievances, *Egerton* 621.—There is no reason why the Post-office should be represented in Parliament any more than the Custom-House; remarks generally on this proposition, *Vicesont Caning* 4481-4491.

*Passenger Traffic.* The remuneration to be paid for a mail train should not be at all regulated by the amount of passenger profit accruing from such train, *Hicks* 3061-3065. 3089-3094.—Reference to a bye-law of the companies that passengers are only taken conditionally on there being room, *ib.* 3069, 3070.—Witness does not recognise the claim of railway companies for any allowance for interference with their passenger traffic, *Harnes* 3912-3915. 3961.—The Post-office refers to the receipts of the trains to meet the argument often put forward by the railway company that they would not despatch the train if it were not for the Post-office requirements, *Williams* 4026-4028.—Evidence to the effect that the question of passenger traffic by any train should not be left out of consideration (as urged by Captain Haish), when an arbitrator is deciding the rate to be paid for the conveyance of mails by such train, *Hill* 4169-4169.

Impossibility of laying down any rule for compensation in cases of mails interfering with railway traffic, *Rep. p.* xv.

*Pellatt, Apsley, M. P.* (Analysis of his Evidence.)—Represents Southwark, 2328.—Complains that letters must be posted at Staines before ten o'clock in the morning in order to reach London in time for the night mails thence; representations made on the subject without effect, 2329-2331. 2337-2341.—Nature of the postal arrangements at Staines; mode of delivery and despatch, 2330-2336.—Extent of the correspondence, 2335.—Population of Staines and of Egham, 2342.

*Penalties.* See *Fines*.

*Penny Postage.* Effect of the penny-postage upon the receipt and delivery of letters, and upon the convenience of the public, *Sir G. Grey* 294.—Anything might have been sent by post before the introduction of the penny postage system, *Hill* 1352, 1353.—Great increase of postal communication, and of convenience to the public since the penny postage, *ib.* 1832-1851.—See also *Area of Delivery*.

*Pennyvalde.*



## Report, 1854—continued.

**Pennycook.** Inconvenience suffered for some time by the village of Pennycook (near Edinburgh) in the summary withdrawal of the two despatches from the local post-office to Edinburgh, *Cowan* 412-417.—Partial remedy of this inconvenience by one afternoon despatch daily, *ib.* 412.—Belief that the introduction of the hardship complained of was due to the imperfect manner in which the surveyor to the Post-office made inquiries into the subject, *ib.* 412.—It would be a great advantage if a letter posted in Pennycook could always be delivered in Edinburgh (ten miles off) on the same day, *ib.* 412.—There are about 2,000 letters weekly for Pennycook, *ib.* 414.

Contradiction of the statement of Mr. Cowan relative to the defective postal arrangements of Pennycook, *Page* 2703.—There were formerly two posts a day at Pennycook; alteration made in the hours, by which the newspaper proprietors of Edinburgh were injured; this was again remedied, but unfortunately displeased Mr. Cowan, and a third despatch was established by means of a stage coach, *ib.*—The only grievance Mr. Cowan now sustains, is the want of a morning despatch of letters to Edinburgh, *ib.*—It is said that in reality Pennycook is Mr. Cowan, and Mr. Cowan is Pennycook; there is scarcely any other trade carried on there except that of which Mr. Cowan is the proprietor, *ib.*

Denial of Mr. Page's evidence with reference to the conveyance of mails to the districts round Edinburgh, *Cowan* 3848.—Comment on Mr. Page's statement as to witness's interest in Pennycook, *ib.*—Importance of Pennycook as a manufacturing district, *ib.*—Mr. Lang, the surveyor who made the arrangements, did not consult any one on the subject, *ib.*

Particulars as to the postal communication between Edinburgh and Pennycook previously and subsequently to the 1st August 1853, *Abbott* 3897, 3898.—Denial of Mr. Cowan's statement that two mails from Pennycook to Edinburgh had been withdrawn, *ib.* 3899.—Mr. Page merely meant to state that Mr. Cowan, from the immense business he has in Pennycook, was the person who ought chiefly to be consulted in regard to any change in the postal arrangements, *ib.* 3899-3903.—The 2,000 letters a week mentioned by Mr. Cowan include letters for several other places in the neighbourhood, *ib.* 3899.—Impossibility of returning to the former postal arrangements with regard to Pennycook, *ib.*—Part taken by the local surveyor and by witness to consult Mr. Cowan with respect to the postal alterations at Pennycook, *ib.*—A direct post to Pennycook, separate from that to Dalkeith, would cost 100*l.* a year additional, *ib.* 3903.

**Perth.** Return of the hours at which the night mail trains running between London and Aberdeen arrived at Perth, during the months of October, November, and December 1853, *App. p.* 446-450.—Similar return as to the day mails, *ib.* 456-461.

**Peterborough.** Convenience of Peterborough as a point of centralization, in the event of mail trains to the North and the Great Northern Railway, *O'Brien* 65, 119-121.

**Pill-boxes.** Doubts as to pill-boxes being sent by railway, if they could not, as at present, be sent by post, *Hill* 4213-4216.

**Plymouth.** All the mails for Bristol, &c. landed at Plymouth are transmitted thence to London before they are forwarded to Bristol, *Jack* 1158-1163.—The only mails now landed at Plymouth are the African mails; contradiction of the statement as to the letters landed at Plymouth being always sent to London, *Boaden* 2536-2543.

Return showing the number of minutes (if any) which the mails from London were behind time at Plymouth, during the months of October, November, and December 1853, *App. p.* 582-584.

**Postmaster-General.** Suggestion of the Bristol Chamber of Commerce that the office of Postmaster-general should be permanent, *Jack* 1182.

See also *Parliamentary Representative.* *Post-office.*

**Post-offices.** Neglect of the Post-office inferred from the slight increase in postal correspondence as compared with the increased railway facilities for conveyance, *Ricardo* 528-530.—The Post-office department differs very materially from other departments of the Government, in the great delay and difficulty in obtaining therefrom anything but the usual formal answer to complaints, &c., *Stevenson* 544.—Power of the Postmaster-general to use existing trains, and to order any other trains to run, upon terms agreed upon, or by substitution, *Jack* 1153-1156.

Expediency of proposed amended systems being duly laid before the Post-office authorities, in detail, *Hill* 1614-1615.—Responsibility solely of the Post-office authorities for the postal arrangements on the railways, *ib.* 1718-1720.—Articles now excluded from conveyance by post, *ib.* 2253-2254.—Special departments in the Post-office for making postal arrangements with the railway companies, *ib.* 2310.—Policy of the Post-office leaving anything to do with parcel-travel considered, *Hill* 2122 *et seq.*, 4170 *et seq.* *Huish* 2897-2901; *Rep. p.* xv.

Variety of articles sent by the post, illustrated, *Huish* 2890.—Difficulty of deciding what should or should not go by post; reference to Mr. Hill's views hereon, *ib.* 2891, 411-*L.* *12* 2901,

## Report, 1854—continued.

*Post-office—continued.*

2501, 2502.—Impediment to the carrying out important communications and improvements in the over-lessee to obtain a revenue from the Post-office, and in the penalty which has been exhibited in that department towards railway companies in dealing with questions of large and national importance, *ib.* 2503. 2914-2920.—Right of the Postmaster-general to compel a company to run any train he thinks fit, *Zwischenort* 3713-3716.—No further privilege is sought for by the Post-office than that of sending mails at certain hours, *Hill* 4225.

Recommendation that the total expenses and receipts, including those of the colonial and foreign postal service, should annually be submitted to Parliament, *Rep.* p. xii.

See also *Acceleration. Arbitration. Arrears. Awards. Book Parcels. Circular (Post-office). Co-operation. Deposit and Delivery at Stations. Expense. Fines. General Post-office (London). Great Western Railway, 1. Letter-Carriers. Memorials and Complaints. Newcastle-on-Tyne. Newspapers. North Staffordshire Railway. Parcels. Parliamentary Representation. Punctuality. Report to Parliament. Sorting. Special Mail Trains. Speed. Staff (Post-office). Supplementary Mails. Surveyors. Tolls. Weight of Mails. York, Newcastle, and Berwick Railway.*

*Post-office Warrants.* List of Post-office warrants under which services are now performed by the various railway companies, *App.* p. 485-492.

*POTTERIES (Staffordshire):*

1. *Complaints as to Delay and Insecurity; Remedies suggested.*
2. *Explanation by the Post-office.*
3. *Papers laid before the Committee.*

1. *Complaints as to Delay and Insecurity; Remedies suggested:*

Reference to sundry complaints made from the Potteries district relative to the mode of conveyance of the mails; unsatisfactory manner in which the same were attended to, *Hollins* 421. 458-463.—Great insecurity of the conveyance by cart, without any guard, from Whitmore to Newcastle-under-Lyme, *ib.* 422-426. 442-447. 468-470. 486, 487.—The route is more circuitous than is necessary, *ib.* 422-425.—Particulars as to the route between London and the Potteries, *ib.* 423-425.—Remedies proposed by witness relative to the route, &c., and to the doing away with the hire of carts, *ib.* 435-439.—The mails from Whitmore to Leek (sixteen or seventeen miles) are served by carts, *ib.* 440.—There is a general complaint in the Potteries of the irregularity of the mails, *ib.* 441.

Co-operation of several towns in the neighbourhood of Stoke in representing to the Post-office the grievance, that although there is a line of railway through the district, mail-carts are still used, *Hollins* 447-450.—Calculation made by witness of the postal revenue and expenditure of the district, *ib.* 478.—Great number of letters conveyed by the mail-cart from Whitmore, *ib.* 480.—Punctuality of the arrival of the mails by the London and North Western Railway, and of the subsequent conveyance by the mail-carts, *ib.* 483, 484.

The expense of sending mails by railway would be about 300*l.* or 400*l.* more than by the present mode, *Ricardo* 498. 519.—A promise has been given to send a guard with the mail-carts, *ib.* 455.—The public would be more benefited by having their letters forwarded without delay, than by being able to send parcels by the Post-office, *ib.* 571.—Present expense to the Post-office for mails from London to the Potteries and Manchester, *ib.* 520.—Estimated expense for the Potteries district alone, *Hollins* 521, 522.—Correspondence in the Potteries would much increase if there were more opportunities of receiving letters, *Ricardo* 528. 531.

If the conveyance by railway were adopted, the different towns of the Potteries would be able to post their letters two hours later than at present, *Stevenson* 549-553.—Great insecurity and delay occasioned by conveying the mails by cart, *ib.* 554.—There should be a mail from Derby to Sudbury, and from Blythe Bridge to Stone, *ib.* 555, 556.—In witness's estimate of the expense of the mail-cart system in the Potteries district, only Stoke, Newcastle, Macclesfield, and Congleton were included, *ib.* 761.

Complaints from the Potteries with reference to the inconvenience of their present postal arrangements adverted to, *Rep.* p. x.—Reference to the complaint urged by the Potteries, that their letters are sent by the circuitous route of the North Western Railway, rendering necessary the use of mail-carts, although the North Staffordshire line afforded a direct communication, *ib.*

2. *Explanation by the Post-office:*

Belief that the complaints from the Potteries district of the insecurity of the mail-carts are entirely without foundation, *Page* 662 *et seq.*—Viscount Canning offered to send a guard with the mail-carts between Whitmore and Stoke, and between Chelfind and Macclesfield,

**POTTERIES (Staffordshire)—continued.****2. Explanation by the Post-office—continued.**

Macclesfield, more as an act of grace than as a matter of expediency, *Page* 568-571.—Witness has been sent to the Potteries last year by Lord Canning on account of the complaints from that district, *ib.* 728-730.—Reasons for not giving the Potteries a day mail for London, *ib.* 734-749.—Particulars relative to the trains from the Potteries to Crewe, and from Stoke to Stafford, *ib.* 736-749.—Report of witness on his return from the Potteries, *Page* 750, 751; *App. p.* 514-517.

The present system of mail-carts in the Potteries costs considerably less than 800 *l.* a year, *Page* 751, 753.—Particulars relative to the revenue derived from letters in the Pottery district, *ib.* 754-774.—Persons with whom witness communicated when at the Potteries, *ib.* 775-780.—Expense has been the main objection to complying with the wishes of the Potteries district, *ib.* 781.

All the deputations to the Post-office on behalf of the Potteries have begged that the matter might be referred to arbitration, which however the Post-office declined, *Page* 782-786.—Expense of two additional guards in the Potteries, *ib.* 1765, 1766.—Parties with whom witness communicated when sent lately into the Potteries on the part of the Post-office, *ib.* 1767-1769.—Very rare occurrence of accidents, &c. to the mail-carts in the Potteries, *Hill* 1773, 1774, 1778.—Denial of the statement that the application of the Potteries at Macclesfield for increased accommodation was not duly considered or attended to, *Vicecount Canning* 4490-4492.

**3. Papers laid before the Committee:**

Return of the course of post between London, the Potteries, Congleton, Leek, and Macclesfield, specifying the mode of conveyance, whether by railway or carts, *App. p.* 483.—Present and proposed expense (referred to in Mr. Page's Report of the 27th August 1853); report of alterations of expenditure for the Accountant-general, *ib.* 510.—Copy of instructions given by the Postmaster-general to Mr. Page to proceed to the Potteries, *ib.* 514.—Copy of Mr. Page's Report on the Pottery day mail, *ib.* 514-517.—Statement of expense, and of estimates of proposed expense; report of alterations and expenditure for the Accountant-general, *ib.* 518.

See also *Chelford to Macclesfield. Circuitous Route. Macclesfield. Memorials and Complaints. North Staffordshire Railway. Stoke-upon-Trent.*

**Pottery Postal Committee.** The only answer received to the numerous applications from the Pottery Postal Committee for increased postal accommodation is, that the Post-office authorities do not think themselves justified in incurring the additional expense, *Stevenson* 544.—The Pottery Postal Committee embraces Uttoxeter, Cheddle, Leek, and Stoke; particulars relative to the arrival and despatch of letters at these towns, *ib.* 555 *et seq.*

**Premium on Punctuality.** Probable effect of a premium to the companies for punctuality, *Huish* 3105.

**Preston.** Great improvement since October, November, and December in the arrivals of the up mails at Preston, *Huish* 2829, 2830.

Return of the hours at which the night mail trains running between London and Aberdeen have arrived during the months of October, November, and December 1853, *App. p.* 445-450.—Similar return as to the day mail, *ib.* 456-461.

**Private Carriages.** Belief that it is contrary to the arrangements with the Post-office for a mail train to delay to take in a private carriage, *Bell* 3839, 3840.

**Private Letter Carrying.** Penalties attached to bringing letters by any other means than the Post-office; witness has no recollection of the enforcement of such penalties, *Bokenham* 2544-2546.

**Proceedings of the Committee.** *Rep. p.* xvii *et seq.*

**Prosecutions.** See *Robberies of Mails.*

**Prussia.** All the Prussian railway stations have post-office letter-boxes, *Cowan* 3648.

**Public Opinion.** Effect of public opinion in inducing the companies to obtain regularity, *Huish* 3109.

**Punctuality.** Great punctuality recently in the conveyance of the night mail to Newcastle, &c., *Sir G. Grey* 308-312.—Probability of the contemplated acceleration to Tounworib and the North being punctually maintained, *Hill* 1496, 1500-1522, 1535.—Consideration of the security obtainable that proposed accelerations will be punctually kept, *ib.* 1616-1620.—Greater regularity of the mail trains generally during the last few months; causes thereof, *ib.* 1800-1802.—With respect to the proposed acceleration of the night mail south of York, witness anticipates punctuality, if there be power to limit the size and weight of the train, *ib.* 2078-2082.

## Report, 1854—continued.

## Punctuality—continued.

Greater punctuality of a light than a heavy train, *Clarke* 2480. 2485-2488.—Reasons for concluding that a mail train may with punctuality be run to Edinburgh in 11½ hours by the west route (as proposed), *Huish* 2856, 2857. 2868, 2869. 2878-2885. 2977.—Different means in contemplation for securing punctuality in the mails along London and North Western line, *ib.* 2866-2870.—How far any practical remedy can be prescribed against irregularity, *ib.* 3109-3114.—Belief that a night mail train may reach Edinburgh by the western route in 11½ hours as punctually as the special daily express now reaches it in 11 hours, *ib.* 2878. 2882-2885.—Effect of the appointment of the present Committee in causing punctuality of mail trains, *ib.* 2977, 2978.

See also *Acceleration*. *Circular (Post-office)*. *Co-operation*. *Great Northern Railway*, 1. 2. *Mail Carriers*. *Public Opinion*. *Special Mail Trains*.

## R.

*Railway Companies*. Willingness of railway companies generally to meet the demands of the Post-office, *Huish* 3094.—Circumstance of railway companies having been at first considered merely as owners of roads, and not as having a right to carry anything, *Hill* 4219, 4220.—Misapprehension of Mr. Hill in stating that railways were not originally constituted as carriers, *Huish* 4307-4309.—Testimony to the liberality and readiness of the companies generally to meet the views of the Post-office, *Rep.* p. xii.

See also *Arbitration*. *Arrears*. *Awards*. *Co-operation*. *Expense*. *Fines*. *Parcels*. *Passenger Traffic*. *Punctuality*. *Special Mail Trains*. *Speed*.

*Railway Post-offices*. Advantage of making railway stations the sites of post-offices, where letters should be received, *Ricardo* 542.—Consideration of the expediency of post-offices at railway stations, *Hill* 1871-1909. 1908, 1909. 1924. 1926-1929.—Circumstances of the Post-office being anxious to put up letter-boxes at the principal stations merely for the receipt of letters; convenience thereof, *ib.* 1877. 1884-1922. 1898-1902.—Objection made in Liverpool to the removal of the post-office to the railway station, *ib.* 1923. 1925.—Unadvantageousness of a delivery of letters at sub-offices or railway station-offices, *ib.* 1928, 1929.—The boxes at the stations are kept locked, a letter-carrier or messenger removing the contents to the post-offices, *ib.* 1930-1935.—Considerable extent to which the establishment of letter-boxes at the railway stations has been carried on of late years, *Viscount Canning* 4465, 4466.

See also *Crews*. *Doser*. *London Bridge Station*.

*Rates of Postage*. The average postage of each letter and parcel is about one penny and a fifth, *Hill* 2142. 2176. 2216-2219. See also *Colonial Letters*.

*Registered Letters*. Moral, though not pecuniary, responsibility of the Post-office for the safety of a registered letter, &c.; advantage of registry, such letters being hardly ever lost, *Hill* 2178-2180. 2184-2186. 2196. 2198.—Cost of registry, *ib.* 2179. 2197.—There are not many parcels or letters registered, *ib.* 2181, 2182.

*Remittances*. How far the Post-office should be responsible for the security of remittances by post, *Hill* 1772.

## Remuneration of Railway Companies.

See *Arbitration*. *Arrears*. *Awards*. *Bristol and Exeter Railway*. *Carriage Accommodation*. *Expense*. *Fines*. *Locomotive Power*. *London and North Western Railway*, 1. *Midland Railway*. *Mileage Payment*. *Parcels*, 3. 4. *Passenger Traffic*. *South Wales Railway*. *Special Mail Trains*. *Supplementary Mails*. *Unpaid*. *Voluntary Agreements*. *York, Newcastle, and Berwick Railway*, 2.

*Report to Parliament*. Suggestions that the Post-office should lay before Parliament every year a report of its proceedings, changes, and improvements of the preceding year, and by thus making the public better informed of the principles upon which the Post-office acts, it would in a great measure do away with the complaints, *Viscount Canning* 4469 *et seq.*

*Ricardo, John Lewis, M.P.* (Analysis of his Evidence.)—Member for Stoke-upon-Trent, 485.—Very moderate rate at which the North Staffordshire Railway Company carry mails, 486-489. 501-504.—A less charge is made for the weight of mails than for the weight of goods, 490.—Loss incurred by railways that charge a low price for the conveyance of mails, 491. 514-516.—Offer made by the North Staffordshire Company to convey the mails of the Potteries district for 1,000 £ a year, but refused by the Post-office, 491-497. 500. 506-508. 518.—The expense of sending the mails by railway would be about

## Report, 1854—continued.

*Ricardo, John Lewis, M. P.* (Analysis of his Evidence)—continued.

about 300*l.* or 400*l.* more than by the present mode, 498, 519—A promise has been given to send a guard with the mail-carts, 499.

Power of the Postmaster-general to send a bag of letters by any ordinary train, 509-519—The public would be more benefited by having their letters forwarded without delay than by being able to send parcels by the Post-office, 517—Present expense to the Post-office for mails from London to the Potteries and Manchester, 520—(*Mr. Holford.*) Estimated expense for the Potteries district alone, 521, 522—(*Mr. Ricardo.*) Strong representations made by the Members for North Staffordshire and Cheshire to each succeeding Postmaster-general, on the insufficiency of the accommodation, 523, 524—The Postmasters-general (particularly Lord Hardwick) have always agreed to the terms at first, but have thought them unreasonable afterwards, 525-527.

Neglect of the Post-office inferred from the slight increase of postal correspondence as compared with the increased railway facilities for conveyance, 528-530—Correspondence in the Potteries would much increase if there were more opportunities of receiving letters, 528, 531—(*Mr. Holford.*) The extra penny charged for the delivery of letters around Stoke is a great drawback to the increase of correspondence, 531—(*Mr. Ricardo.*) The offer of 1,000*l.* on the part of the North Staffordshire Company to the Post-office was for the night mail only, 533—The room taken up by mail bags might be devoted to parcels, and is therefore an item of the expense to the company, 534-538—If a guard is sent with the mails he pays second-class fare, 539-541—Advantage of making railway stations the sites of post-offices, where letters should be received, 542.

*Robberies of Mails.* The greatest robbery ever sustained by the Post-office was on the Great Western Railway, between Bridgewater and Bristol, *Page* 553—Neither the Post-office nor the railway companies are liable for the consequences of any robbery, *ib.* 703, 704—Manner in which the Post-office prosecutes, *ib.* 705, 707—Few prosecutions and convictions in the last four years for robberies of mail-carts generally, *Hill* 1775-1777.

Return of the number of prosecutions for robbery of mail-carts or mail-coaches, conducted by the Post-office, during the years 1850, 1851, 1852, and 1853, stating the number of acquittals or convictions in each year, *App. p.* 505.

*Rugby.* The mail train from London to York and the North, branches off the London and North Western line at Rugby, *O'Brien*, 89.

Return of the hours at which the night mail trains running between London and Aberdeen have arrived at Rugby, during the months of October, November, and December 1853, *App. p.* 445-450—Similar return as to the day mail, *ib.* 455-461.

Return of the hours at which the night mail trains running between London and Edinburgh, and Derby, arrived during the months of October, November, and December 1853, *App. p.* 453-455.

*Rural Posts.* Suggestion that two or three additional post-offices, besides that at Alnwick, be established along the line between Newcastle and Berwick, *Sir G. Grey* 253-255, 270-274.

Increase, since the reduction of the postage, in the number and expenditure of rural posts, *Hill* 1833-1851, 1859—Evidence in explanation of the system by which the rural posts are worked, *ib.* 1852-1867—Extent and area of some rural districts, *ib.* 1853-1858, 1860, 1865-1867.

Additional post-offices between Newcastle and Berwick are not required, the correspondence not being great, *Tilley* 2103, 2104—Principle of establishing local or rural post-offices wherever they can be considered self-supporting, *ib.* 2111-2122, 2125, 2126—Increased accommodation given to the public since January 1853, with regard to the rural posts; instances thereof, *Viscount Canning* 4351-4361.

## S.

*Sanitary Publications.* Importance of the convenience of the Post-office for the transmission of pamphlets on sanitary improvements, &c., *Knight* 3846.

*Saunders, Charles Alexander.* (Analysis of his Evidence.)—Manager of the Great Western Railway, 3127—Irregularity and delay in the arrival of the mails at Bristol during the three months of October, November, and December 1853; 3128, 3129—There is more difficulty in carrying out the postal service with punctuality during these months than at any other season of the year, 3130-3134—Rate of speed required of the Great Western by the Post-office, 3135—Delays in starting sometimes arise from the mail bags not arriving in time, and sometimes from the insufficient accommodation at the old Paddington, 411-1.

## Report, 1854—continued.

*Saunders, Charles Alexander.* (Analysis of his Evidence)—continued.

dington station, 3136, 3137.—Witness has no reason to complain of any great irregularity on the part of the lines joining the Great Western at Bristol, 3138.

Relative speed and weight of the express and mail trains on the Great Western line, 3139-3145.—Impossibility of carrying the night mails at a speed of fifty miles an hour, as urged by the Post-office, 3145-3148-3163.—Cause of the delay on the Great Western of the night mails during the three months of October, November, and December, 3146-3148.—Present speed of the night mail train, 3154, 3155.—The gradients and general formation of the Great Western line are favourable to rapid travelling, 3156-3158.—It is not the night, or darkness that causes delay to the night mail trains, but the goods and ballasting trains that are running up and down the line, 3161.—The delay of a mail train at each stoppage is greater than that of an express train, 3162-3164.—Delay of about eight minutes for each stoppage, 3164.

There is no objection to the Post-office having special trains if they were run at a moderate speed, 3165, 3166.—The South Wales bags are taken over the Great Western line, 3167.—Irregularity of the trains on the Gloucester branch from various causes, 3168-3170.—The parcel traffic carried on by the Post-office is as prejudicial to the Great Western as it is to other railways, 3171-3176.—The Great Western Company have scarcely any Irish parcels, 3177-3179.—Belief that parcels could be delivered as punctually and conveniently by railways as they now are by the Post-office, with the exception of those intended for very remote places, 3180-3196.—The Post-office pay very little for their mail-carts, because the carriers derive great profit from carrying railway parcels, 3182-3184, 3189-3195.

Great delays often caused in the appointment of an umpire between the Post-office and the Great Western Company; inconvenience suffered by the company from these delays, 3196-3202.—Refusal of the Post-office arbitrator to appoint umpires unconnected with Government, 3198.—The Great Western Company are very inadequately paid for carrying the mail bags, 3203-3212.—Dissatisfaction generally shown by the Post-office to the awards made to the Great Western Company, 3213.—The same umpire is never named more than once, 3215-3218.—Small sum awarded by Lord James Stuart as umpire, 3217.—Witness does not object to the principle of arbitration, 3219.—Advantage possessed by the Post-office over railway companies as carriers of parcels, 3220, 3221.

Different arbitrations and awards carried on between the Post-office and the Great Western Railway Company, 3223 *et seq.*—Power of the Postmaster-general to break up an award as soon as it is made; injustice of this power, 3224-3226, 3236-3246, 3274-3276.—There have been four arbitrations within the last ten years between the Post-office and the Great Western Company, 3227-3231.—Inconvenience to the company of frequent awards, 3247-3249.—Pending the choice of the umpire and his decision the mails are conveyed without refusal at a rate of payment to be settled afterwards, however small it may be, 3250-3252.—The great delay that often occurs before an award can be settled is most prejudicial to the company, 3253, 3257-3259.—The difficulties of choosing an umpire exist on both sides, 3258.

There is no great difficulty in settling the principle upon which compensation shall be awarded, 3260-3263.—The Post-office ought to pay in proportion to the cost and use of the railway itself, 3269.—If an award has been affected by a partial alteration of the service, it should be referred back to the person who made the award to say how much in his opinion should be added or deducted in respect of the altered service, 3277.—Instance of a very trifling alteration in the service being made a pretence for breaking up the whole award, 3283-3288.

Either an interim payment or interest should be paid while a new award is being made, 3289-3296.—The Post-office are more inclined to alter the awards than the Great Western Company, 3297-3299.—Great advantage of the Post-office over the railway companies in having one person to arbitrate for them on all occasions, 3299, 3300.—The Post-office have never allowed sufficient time for the business necessary to be done by the mail trains in the Bristol station, 3301-3307.

*Saunders, Frederick George.* (Analysis of his Evidence).—Secretary to the South Wales Railway Company, 3379.—The company carry mails from Grange Court to Haverfordwest, about 130 miles, 3380-3384.—Great irregularity on the part of the Post-office, chiefly at Gloucester, in delivering the mails, particularly in October, November, and December 1853; 3385-3394.—On several occasions the South Wales Company have made up lost time, 3397, 3398.—Present pace and number of stoppages on the South Wales line, 3399-3401.—Reference to the delays on the line from various causes, 3402-3405, 3414.—Suggested arrangement that the west of England letters should be brought by the Great Western Company by Gloucester, instead of by the present route, *via* Bristol and Chepstow, across the Severn, 3406-3412.—The carrying of books by the Post-office greatly affects the parcel traffic of the South Wales Railway, 3413.

Great trouble and difficulty in settling the amount of remuneration to the South Wales Company by the Post-office, 3414 *et seq.*—Reference to Sir John Yarde Buller's award, the

## Report, 1854—continued.

*Saunders, Frederick George.* (Analysis of his Evidence)—continued.

the legality of which was questioned by the Post-office, 3614, 3615.—Difficulty in obtaining payment from the Post-office for the guard with the north mail bags travelling as a second-class passenger with luggage, 3615-3618.—The Post-office should be obliged to pay interest on any amount remaining unpaid, 3624.—Undue advantage of the Post-office over railway companies in their power of settling an award, 3625-3628. Evidence as to the habit on the South Wales line of carrying mail bags without a Post-office guard; belief that the company is not responsible for the due conveyance of those bags, 3629-3643.—Total capital expended by the South Wales Company; dividends at the last three half-yearly meetings, &c., 3645-3647.

*Security.* Advantage on account of security of letters being forwarded by railway rather than by mail carts, *Brookhurst* 836, 837.—Security of unlocked mail bags in the rural districts, *Tilley* 1123, 1124.—Slight number of letters or parcels lost by the Post-office, *Hill* 2183.—Careless manner of directing and securing many letters, which letters would be less safe if transmitted by railway than by post, *ib.* 2198-2202.—Due care taken by the companies of the safety and regularity of the mail trains, *Clarke* 2479.

*Separation of Scotch and Irish Mails.* Recommendation (as the only means of insuring punctuality) that the Scotch and Irish mails to London be kept distinct, *Huish* 2843, 2867, 2869.—Description of the altered arrangements contemplated by witness in the event of the two mails not waiting for each other at Crewe, *ib.* 2867, 2871, 2922-2925.—Letter from the Marquis of Camdoun to Lord Cairnes, dated 28 October 1853, in recommendation of separating the Irish from the Scotch mails; letter from the Post-office in reply, *ib.* 2872, 2873.

The proposed separation at Crewe of the Scotch and Irish mails is not necessary, and is undesirable as involving increased expense, *Hill* 4247.

*Shap Fell.* The gradients over Shap Fell, on the Lancaster and Carlisle line, are adverse to high speed, *Huish* 2865.

*Short Trains.* See *Size of Trains.*

*Size of Trains.* Suggestion that a crack or fast train, limited in carriages and passengers, be run on the east and west-coast lines to the north, *Right Hon. D. M'Leven* 356 *et seq.*—Expediency of allowing twelve, or perhaps thirteen hours for the accomplishment of the journey from London to Edinburgh by each route, *ib.* 356, 368-371, 374.—Propriety of there being only two first-class carriages, and not more than 36 passengers allowed by either of these trains, *ib.* 356, 357, 374-378, 389-394.—Additional remuneration of about 6d. a mile to be received by the companies for the increased facilities of conveyance, *ib.* 356, 362-368, 375-379, 393.

The cause of the delay on the York and Berwick line is really the unnecessary length and weight of the trains, *Hill* 1305-1307.—Expediency of the companies being ready to grant, or of the Post-office being enabled to require, a limitation of the size of the train, as conducive to speed and regularity, *ib.* 1495, 1520, 1521, 1528, 1529.

Additional cost of conveyance of the number of carriages be limited, *Clarke* 2481.—Inexpediency of the Post-office restricting the size of the mail trains, *Huish* 2841, 2843.—Extra precautions to be taken by the London and North-Western Company in order to keep the proposed accelerated train to the north as small as possible, *ib.* 2866.

Cause of the delay on the Great Western of the night mails during the three months of October, November, and December 1853, attributed to their weight, *C. A. Saunders* 3146-3148.—Explanation of Mr. Hill's evidence (Q. 1307) as to acceleration not being feasible on the York and Berwick line, unless the trains be limited in size, *O'Brien* 3378.

Opinion that greater acceleration cannot be effected by trains of such magnitude as those which now convey the mails, *Rep. p. ix*.—Under different arrangements as to the size and nature of mail trains, greater regularity could be maintained, *ib.*—Effect of heavy trains in reducing the speed and causing irregularity, *ib.* xii.

*Slipping Apparatus.* Difficulty of transferring the mail bags from the train by means of an apparatus, *Hill* 1641.—Importance of a clear power to erect at any station an apparatus by which the bags may be delivered without the train being stopped, *Hill* 1949, 1950, *Rep. p. xiii*.—Maximum weight allowed to be given out or received at any station where an apparatus is in operation to prevent the stopping of the train, *Hill* 2320, 2321.

Use of the slipping apparatus on the Great Northern line adverted to, *Clarke* 2449, 2450.—Contemplated larger use by the proposed accelerated train to the north, of the apparatus for receiving and delivering bags without stopping the train, *Huish* 2857, 2859, 2880, 2881.—Apparatus for delivering the mail bags without stopping could not with safety be adopted on the Bristol and Exeter line, *Badham and Wall* 3427.

## Report, 1854—continued.

*Somerset, William Henry.* (Analysis of his Evidence.)—Printer, publisher and proprietor of the "*Bristol Mercury*," 1183, 1184.—Evidence generally relative to the defective postal communication between the West of England and South Wales, 1185 *et seq.*—The correspondence of the West of England is collected in Bristol and sent by way of the Severn, being carried by a mail cart to the Aust Passage or Ferry; in foggy or tempestuous weather it is sometimes delayed at Chepstow for twenty-four hours, 1185, 1186, 1191 *et seq.*—Remedy suggested by sending a mail at 11.30 at night from Bristol to Gloucester direct, to meet the London mail there instead of attempting to meet at Chepstow, 1186, 1204 *et seq.*—Numerous memorials have been forwarded to the Postmaster-general on the subject; promise given that the same should be rectified as soon as arrangements could be made with the railway company, 1186-1189, 1203-1216.

*Sorting.* Proposal that foreign letters be sorted on the voyage home as they are on the railways, *Bush* 879-884; *Bodlams* 3748, 3749, 3750, 3751.—The objection to sorting letters on board steam-packets is the large amount of space required, but witness believes the space might be materially lessened in consideration of the number of days the voyage extends over, *Moxie* 560.—Equal facilities of letters being sorted on board ship as of luggage coming from the continent being examined, *Bawlag* 1047-1050.—If foreign letters were sorted on the railway between the port of arrival and London or Bristol, as the case might be, it would practically answer the same purpose as sorting on board ship, *Jack* 1167, 1168.

Remarks generally upon the subject of letters being sorted on board ship; objection on the part of the public thereto because of the risk of information being given, *Bokeshaw* 2515-2519, 2550-2554, 2587-2593, 2606-2609.—Great expense of sorting on board, *Canard* having required by his line 20,000 *l.* per annum for a space four yards by three, *ib.* 2518.—The amount of letters unsorted in the American mails amount on the average to two or three thousand, *ib.* 2553-2555.—Means of obviating the necessity of sorting on board the packets between Holyhead and Dublin; inconvenience of sorting on board, *Page* 4301, 4302, 4305.

The chief obstacle to the sorting of letters on board ship is the objection, on the part of merchants, to have their letters under the control of a sorting clerk during a long voyage, *Vicount Connell* 4425-4428.—The packets on which the sorting might be applicable would be the Brazil, the United States, and in a great measure the Australian vessels, *ib.* 4433, 4434.—Great expense thereof, but not to such an extent as to be an insuperable obstacle, *ib.* 4436, 4437.—There would be less delay at the port of arrival if the sorting on board were carried out, *ib.* 4440.

Importance of sorting on board the packets from Holyhead to Kingstown, *Rep.* p. xvi.—Importance of sorting the Irish letters between London and Holyhead, *ib.*—Importance of establishing sorting offices on board some of the principal mail packets from abroad, *ib.*—Evidence upon the subject referred to as worthy of special attention, *ib.*

Practice at the Post-office in regard to the sorting or separation of packages from letters, *Hill* 2235-2243.—The trouble of sorting is measured rather by a comparison of numbers than of weight, *ib.* 2262.

See also *Cress.* *Dover.* *Overland Mail.* *Travelling Post-offices.*

*South Devon Railway.* Different awards of 2 *s.* and of 3 *s.* 6 *d.* a mile for the same service on this railway, *Hill* 1960.—The Bristol and Exeter Company work the South Devon line, *Bodlams and Wall* 3463-3465.

*South Eastern Railway.* Return showing the hours at which the mail bags were due, and were delivered at the London Bridge terminus for transmission by railway, during the months of October, November, and December 1853, *App.* p. 481.—Return showing the hours at which the mail bags were due and arrived by railway at the London Bridge terminus during the same months, *ib.* 482.

*South Wales Railway.* The South Wales bags are taken over the Great Western line, *C. A. Saunders* 3167.—The South Wales Company carry mails from Grange Court to Haverfordwest, about 120 miles, *F. G. Saunders* 3580-3584.—On several occasions the South Wales Company have made up last time, *ib.* 3597, 3598.—Present pace and number of stoppages on the South Wales line, *ib.* 3609-3601.—Reference to the delays on the line from various causes, *ib.* 3603-3605, 3644.

Suggested arrangement that the West of England letters should be brought by the Great Western Company by Gloucester instead of by the present route, *via* Bristol and Chepstow across the Severn, *F. G. Saunders* 3606-3612.—Great trouble and difficulty in settling the amount of remuneration to the South Wales Company by the Post-office, *ib.* 3614 *et seq.*—Difficulty in obtaining payment from the Post-office for the guard with the north mail bags travelling as a second-class passenger with baggage, *ib.* 3615-3618.—Evidence as to the habit of the South Wales line of carrying mail bags without a guard;



## Report, 1864—continued.

*South Wales Railway—continued.*

a guard; belief that the company is not responsible for the due conveyance of those bags, *F. G. Saunders* 3629-3643.—Total capital expended by the South Wales Company; dividends at the three last half-yearly meetings, &c. *ib.* 3645-3647.

See also *Buller, Sir John Yarde.*

*Southampton.* See *Foreign and Colonial Mails.*

## SPECIAL MAIL TRAINS:

1. *Proposition for exclusively Mail Trains.*
2. *Objections on the part of Railway Companies.*

1. *Proposition for exclusively Mail Trains:*

Negotiations going on between the Post-office and the companies, on the western route between London and Edinburgh and Glasgow, for the use of a fast train devoted exclusively to the mails, *Hill* and *Page* 1448, 1449.—It would be better for the Legislature to lay down a certain principle for assessing the cost of an exclusively mail train; such principle defined, *Hill* 1523. 1525-1527. 1530.—Importance of a power in the Postmaster-general to require trains for mails alone, *ib.* 1523, 1524. 1943.

The expense of exclusively mail trains would be decided by the umpires, *Hill* 1523, 1530.—Additional sum per mile expected to be paid (by arbitration) if special mail trains be required, *ib.* 1661-1663. 1729, 1730.—Offer of a Scottish company to run an exclusively mail train 2 s. 6 d. a mile, *ib.* 1663.—Effect of the contemplated special mail trains as regards the running of the other special trains and the convenience of the public, *ib.* 1674-1678.—A payment of 5 s. a mile for special mail trains would be an extravagant sum, *ib.* 2068.—Instances in which trains are exclusively devoted to the Post-office; cost of service in these cases, *Williams* 4003-4016. 4022.

2. *Objections on the part of Railway Companies:*

Great inconvenience to the public and great expense to the companies and the Post-office if exclusively mail trains be run, *Clarke* 2305, 2306. 2398-2400. 2451-2458. 2461-2470.—Difficulty of calculating the additional cost of running special mail trains at a certain rate of speed, *ib.* 2490, 2491. 2494-2500.—Proposal from Government that special trains be devoted to the conveyance of the mails to the north, *Huish* 2837. 2840.—Objections made by the companies to the running of special mail trains, *ib.* 2837. 2839, 2840.—Immense expense of special trains, *ib.* 2840.

Further evidence opposed to the proposition for running special mail trains, *Huish* 3005 et seq.—Immense expense attendant on special trains for the mails again adverted to, *Huish* 3006-3008. 3032-3034.—Elements to be considered in arbitrating upon the price of special trains, *ib.* 3007. 3012-3026. 3032-3034.—Right of the companies to demand as much for special mail trains as for special passenger trains, *ib.* 3012-3040.—Strong objection to the Post-offices having special trains if they are to be run at a very high speed, *C. A. Saunders* 3165, 3166.—Considerable additional expense of sending the mails by special trains, *Bodham* 3549-3551. 3557-3559.—Explanation of former evidence (misunderstood by Mr. Hill), as to the expense of, and the objections to, special mail trains, *Huish* 4307. 4310. 4311.

See also *Branch Mail Coaches.*

*Special Trains.* Discouragement to the running of special trains on the London and North Western line, as causing considerable inconvenience, *Huish* 3014.—Special trains are not at all profitable to the railway companies, *Bodham* 3575-3578.

*Speed.* Suggestion that an average running speed of forty miles an hour be allowed to the mail trains, *O'Brien* 51-54. 94-96. 104, 105. 128. 133.—Great difficulty in keeping up the running speed of the mail train at forty-four miles an hour from York to Newcastle, *ib.* 81, 82.—Error in calculating the speed of mail trains from what express trains can perform, *ib.* 91. 117.

Greater liability to irregularity where the speed is high, *Hill* 1329. 1421.—Regulations under which the rate of speed may be decided; discretion of the Post-office and of the companies in the matter, *ib.* 1376-1380.—Belief that as a rule there has not been greater irregularity where there is greater speed, *ib.* 1386. 1422, 1423.—Refusal of the companies to work the proposed accelerated mail trains to the north at forty miles an hour, including one stoppage, *ib.* 1531-1533.

Examination to the effect that greater speed is not to be expected on the eastern than on the western route to the north, *Hill* 1562-1570. 1698, 1699; *Huish* 2861-2865. 2929-2951. 2979-2983. 2988-3000.—Unfairness of any comparison between a mail train and a train not carrying mails, *Hill* 1562. 1588. 1589.—The Postmaster-general cannot require a higher speed than is already run upon any line, *ib.* 1708.—Insufficiency of the power of the Postmaster-general to require a rate of speed on any line equal to that of an express or any other train upon the same line, *ib.* 1942. 1990-1999.

## Report, 1854—continued.

## Speed—continued.

Summary of the comparison of the speed of the express, mail, and ordinary trains on six of the principal railways in the kingdom, *Clarke* 2394.—Duty and willingness of railway companies to maintain the mail speed agreed upon, *ib.* 2471-2474.—Objection to running a night train at the rate of forty-four or forty-five miles an hour including stoppages, *ib.* 2492, 2493.

Inexpediency of absolute power in the Post-office to fix the rate of speed and thereby become responsible for the safety of the train, *Huish* 3008-3011.—The higher the rate of speed the greater the contingencies, *ib.* 3113.—Greater punctuality of the express than of the mail train on the Great Western line, *C. A. Saunders* 3139-3145.—The Post-office cannot order a speed greater than that of the first class trains of a company, therefore in arbitrating no allowance is made for wear and tear, *Harvest* 3949-3955.

Return of time tables of the mail trains running between London and Glasgow, London and Aberdeen, London and Edinburgh, and London and Holyhead, *App. p.* 436-444.

Speed of the night mail trains running between London and Edinburgh adverted to, *Rep. p.* viii.—Also of the night mail trains running between London and Glasgow, *ib.*

Reference to the reasons given by Mr. Saunders for the greater punctuality of the express than of the mail trains, *Rep. p.* xi.—Increased irregularity anticipated from increased speed, *ib.* xii.—Principles to be observed as to the rate of speed to be required, *ib.*

See also Acceleration.	<i>Crewe to Normanton.</i>	<i>East Coast Route.</i>	<i>Eastern Counties Railway.</i>
	<i>Gradients.</i>	<i>Great Northern Railway, 1. 2. 3.</i>	<i>Great Western Railway.</i>
	<i>Midland Railway.</i>	<i>Night Mail.</i>	<i>Punctuality.</i>
	<i>Size of Trains.</i>	<i>Special Mail Trains.</i>	<i>Stoppages.</i>
	<i>Winter Months.</i>	<i>York, Newcastle, and Berwick Railway, 1. 2.</i>	<i>York and North Midland Railway.</i>

*Staff (Post-office).* The payment of better salaries and wages would conduce to the more satisfactory carrying out of the postal arrangements, *Jack* 1182.—Statistics of the number and cost of additional persons employed in the Post-office service to meet the increase of business in the years 1852 and 1853; *Viccent Canning* 4338-4340.

See also *General Post-office (London).* *Letter-Carriers.*

*Stafford.* Convenience of Stafford as the junction at which the West of England letters for Scotland and Ireland might join the down train proposed by witness, *Huish* 2867, 2922-2925.

*Staines.* Complaint that letters must be posted at Staines before 10 o'clock in the morning, in order to reach London in time for the night mail thence; representations made on this subject without effect, *Pellatt* 2329-2331, 2337-2341.—Nature of the postal arrangements at Staines; mode of delivery and despatch, *ib.* 2330-2336.—Extent of the correspondence, *ib.* 2335.—Population of Staines and of Egham, *ib.* 2342.

*Stations.* See *Deposit and Delivery at Stations.* *Railway Post-offices.* *Shipping Apparatus.*

*Statistics.* There are no accurate data for calculating the amount of correspondence by any particular route, *Hill* 2022.—Daily statement required by witness of the northern mail trains, *ib.* 6148-6150.

*Stephenson, John Adams.* (Analysis of his Evidence.)—Solicitor at Stoke-upon-Trent, and Honorary Secretary to the Pottery Postal Committee, 543.—The only answer received to the numerous applications of the Committee is, that the Post-office authorities do not think themselves justified in incurring the additional expense, 544.—Great inconvenience attending the late delivery of the letters at Stoke, 545-548.—If the conveyance by railway were adopted, the different towns of the potteries would be able to post their letters two hours later than at present, 549-553.—Great insecurity and delay occasioned by conveying the mails by carts, 554.

The Pottery Postal Committee embraces Uttoxeter, Chesdale, Leek, and Stone; particulars relative to the arrival and despatch of letters at these towns, 555 *et seq.*—There should be a mail from Derby to Sudbury, and from Blyth Bridge to Stone, 565, 586.—Within the last eighteen months the Stone mail cart was sent to the Norton Bridge station, but has lately been sent to Stafford; reason for this alteration, 567-569.—The remuneration at the Stoke and other local post-offices is very insufficient, 572-576, 579-581, 584-590.

There was formerly a great delay in transmitting letters from Stoke, 577, 578.—The receiving house at Stoke is a branch; no letters are delivered from the principal office, 589, 593.—It would tend much to the public convenience if there were two distinct deliveries daily at Stoke of the correspondence between the towns in the district, 591-

## Report, 1854—continued.

*Stephenson, John Adams.* (Analysis of his Evidence)—continued.

597.—Witness agrees with Mr. Helling that the transmission of letters by the North Staffordshire line would remedy the whole of the grievances with but little additional expense, 598-600.

*Stoke-upon-Trent.* Evidence as to the delivery of letters at Stoke, *Helling* 427-433.—Great inconvenience to the inhabitants of Stoke in having to post their letters two hours earlier than would be necessary if they were conveyed by train, *ib.* 427-429.—There is no day mail from Stoke to London, which is a great inconvenience, *ib.* 473-478.

Great inconvenience attending the late delivery of the letters at Stoke, *Stephenson* 545-548.—The remuneration at the Stoke and other local post-offices is very insufficient, *ib.* 572-576. 579-581. 584-590.—There was formerly a great delay in transmitting letters from Stoke, *ib.* 577. 878.—The receiving house at Stoke is a branch; no letters are delivered from the principal office, *ib.* 582, 583.—It would tend much to the public convenience if there were two distinct deliveries daily at Stoke of the correspondence between the towns in the district, *ib.* 591-597.

Salaries of the postmaster, clerks, letter-carriers, and stamper at Stoke, *Page* 787-791. 811.—Contract for a mail cart and guard between Stoke and Whitmore at 2,000*l.* a year, *ib.* 1788.—Consideration by Mr. Page (in his report) of the postal arrangements between Stoke and other places, *App. p.* 514-517.

See also *Extra-charge for Delivery.* *North Staffordshire Railway.* *Potteries (Staffordshire).*

*Stone (Staffordshire).* Within the last eighteen months the Stone mail cart was sent to the Norton Bridge station, but has lately been sent to Stafford; reason for this alteration, *Stephenson* 587-589.

*Stoppages.* Average allowance of about five minutes to be made for stoppages, *O'Brien* 54. 97-99. 128-133.—In some instances a stoppage will require ten minutes, *ib.* 130. 133.—Average delay of from four to five minutes from each stoppage of the Great Northern fast train, *Clarke* 2383, 2384.—The delay of a mail train at each stoppage on the Great Western line is greater than that of an express train, *C. A. Saunders* 3169-3164.—A mail train requires on the whole about eight minutes for each stoppage, *ib.* 3164.

Arguments in refutation of Mr. Saunders's estimate of eight minutes for a stoppage of the Great Western express train, and of a larger period for a stoppage of the mail train, *Hill* 4263. 4266-4279.—Greater correctness of the estimate of five minutes as to the time required for stoppage, *ib.* 4266-4272.

See also *Bristol*, 2. 2. *Ferry Hill Station.* *Speed.*

*Stuart, Lord James.* Inadequate sum awarded by Lord James Stuart as umpire between the Post-office and Great Western Company, *C. A. Saunders* 3217.

*Sunderland.* The town of Sunderland suffers equally with Newcastle through want of punctuality in the arrival of the mails, *Hinds* 138. 144, 145.

*Supplementary Mails.* A sum of 6*d.* a mile might be paid for the use of a compartment in an ordinary passenger train, when the mail trains do not suit, *Right Hon. D. M. Lewis* 358.—Power of the Postmaster-general to send a bag by any ordinary train, *Ricardo* 509-513.—Proposition that the Postmaster-general should have power to send mails by any train, *Jack* 1098. 1120-1130 *et seq.*—There should be a power to send a guard by any train without paying for him the ordinary fare of a second-class passenger, *ib.* 1121. 1131-1139.

A payment of 6*d.* a mile for sending mail bags by an ordinary passenger train is an extravagant sum, *Hill* 1726-1728.—Importance of a right to send supplementary mails by any train at a very low rate of payment, *ib.* 1790, 1791.—Unless supplementary mails be carried at a low rate of payment, they cannot be carried at all, as they are always small, *ib.* 1790, 1791. 2414.

Reference to the Act 7 & 8 Vict., c. 85, s. 11, showing the power of the Post-office to send mails by any train between the terminal stations, as luggage in charge of a guard, at second-class passenger fare, but leaving it doubtful whether there is power to exchange or deliver bags at the intermediate stations, *Hill* 1814-1817. 1944. 1975-1984.—Result of litigation on this latter point adverted to, *ib.* 1818-1820. 1972-1975.—Guards are not always sent with the bags going by ordinary trains, *ib.* 1821.—Importance of a clear right to use all trains, and to drop exchange bags at intermediate stations at a moderate rate of compensation to be fixed by the Legislature, *ib.* 1943-1948. 1985-1989. 2065-2070.

Right of the Post-office to send mail bags and guard at second class fare, by any train adverted to, as showing how far the same is a hardship upon the company on account of the space devoted to the bags, the weight being paid for at the rate of luggage, *Hill* 2050-2058. 2071-2077.—Circumstance of second-class passengers not being allowed

## Report, 1854—continued.

*Supplementary Mails—continued.*

to get out at intermediate stations, though a power is sought by which a guard in charge of mails by an ordinary train may do so, *Hill* 2065-2071.—No special responsibility is proposed to be attached to the railway companies in regard to the conveyance of mail bags by the ordinary trains, as suggested, *ib.* 2273-2277.—Lower payment demanded for the use of ordinary trains than for trains under notice, *Huish* 3055-3058. 3089-3094.

Recommendation by the Committee that mail guards travelling by train as second-class passengers, be empowered to deliver and receive bags at the various stations, *Rep.* p. xiii.

See also *London and North Western Railway*, 1. 4. *Post Office*.

*Surveyors.* Insufficiency of the inquiries made by the district surveyors in the event of representations to the Postmaster-general as to deficient postal arrangements, *Sir G. Grey* 294-296. 313.—Unsatisfactory manner in which business has been done for the Post-office by the surveyor for the Potteries district, *Rollins* 474-477.

System in regard to the regulation of the rural districts by the local surveyors, *Hill* 1852. 1858-1862. 1865-1868.—Belief that the local surveyors to the Post-office possess sufficient local knowledge, *Tilley* 2107-2110.—Remarks relative to the number and duties of the surveyors, *Page* 2773-2779.—Evidence upon the subject of the complaints about the surveyors of the Post-office; there would be considerable difficulty in increasing the number, *Viscount Canning* 4391-4395.

See also *Pennycuik*.

## T.

*Tadcaster.* Inconvenience to this place in the mails being sent on to York, and thence returned for distribution by mail cart; former system approved of, *Milner* 812-814.—With reference to the changes of post complained of at Tadcaster, the same will be remedied as soon as the apparatus for exchanging bags can be fixed at that station, *Page* 2754-2755.

*Tamworth.* The delay on the York, Newcastle, and Berwick line is mainly attributable to the system of centralization at Tamworth, *O'Brien* 4-7. 13. 14. 71.—When the junctions are all effected at Tamworth the down mail train to Edinburgh starts *viâ* Derby to York, *ib.* 88, 89.—The detention caused at Tamworth is hardly avoidable, *ib.* 103.

Evidence opposed to Captain O'Brien's statement that considerable delay arises mainly from the centralization at Tamworth, *Hill* 1261 *et seq.*—Extent to which the centralization at Tamworth may occasionally cause irregularity in the down mails; correction of Captain O'Brien's evidence hereon, *ib.* 1425-1439. 1506-1510.—Description of the junctions at Tamworth, and of the arrangements for the regulation of the several mails meeting there, *Hill* and *Page* 1438-1442.—Change contemplated in the service at Tamworth adverted to, as showing that the present service is not the most judicious, *Hill* 1610, 1611.

Probability of greater delay having occurred at Tamworth, *en route* to the north, than was allowed by witness at his last examination, *Hill* 1804-1813. 1822-1831.—Practice up to the 29th March of waiting ten minutes at Tamworth for the Irish mail, if late; extent of this lateness, *ib.* 1804-1811. 1829-1831.—Detention further in the time occupied for the transfer of the mail bags, which may be about a quarter of an hour, *ib.* 1804-1811. 1822.—Since the 29th March the night train has not waited at Tamworth for the Irish mail, and altogether the detention has been less, *ib.* 1804, 1805, 1811-1813. 1822.

Delay at Tamworth, though not to the extent stated, *Huish* 2819-2827; *Rep.* p. v.—There has been considerable delay in forwarding the mails from Tamworth; less irregularity of late, *Alford* 3309-3312.—Further evidence as to the delay naturally consequent on the system of centralization at Tamworth, *O'Brien* 3385-3387.

Return of the hours at which the night mail trains running between London and Aberdeen have arrived at Tamworth during the months of October, November, and December 1853, *App.* p. 445-450.—Similar return as to the day mail, *ib.* 456-461.

See also *Bristol*, 1. 2. *Irish Mails*.

*Third-class Passengers.* Circumstances of third-class passengers being taken to Scotland by the mail trains from London on Wednesday and Saturday evenings, *Right Hon. D. M'Leven* 399, 400.

*Thorp Arch.* Inconvenience suffered by this town in the mails not being given out at Bolton Percy as formerly, *Milner* 812-814.—Explanation thereon, *Page* 2754-2755.

*Tilley, John.* (Analysis of his Evidence.) Assistant-secretary in the General Post-office, 2102.—Objection to any additional post-offices between Newcastle and Berwick, as not justified by the extent of the correspondence, 2103, 2104.—Usefulness of a travelling post-

## Report, 1864—continued.

*Umpires*—continued.

umpires, *Huish* 3038. 3085-3088. 3098. 3104—Objections to the appointment of permanent umpires between the Post-office and the companies, *ib.* 3045-3047. 3085-3088. 3099-3104.

Proper mode of appointment of umpires considered, *Horvess* 3917-3924. 3940-3943—Desirability of having umpires named by a judge, *ib.* 3917-3924—Umpires are generally taken from Members of either House of Parliament, or men holding some high position, *ib.* 3925, 3926.

Alteration desirable in the appointment of umpires, *Williams* 3976—If the umpire be a professional gentleman he is paid for his services, *ib.* 3979-3981—If arbitrators could not agree upon an umpire within a certain time it should be referred to a judge, *ib.* 3982-3984—The great delays that have taken place in the appointment of umpires are exceptions to the rule, *ib.* 4023, 4030.

One of the evils of the present system of arbitration arises from the umpire being very often without much, and sometimes without any experience, either of post-office requirements or of railway management, *Vicount Canning* 4366. 4371. 4380, 4381—Advantage to the public if the appointment of umpire were vested in the Judges, as being undoubtedly impartial, or in a Judge conjuncted perhaps with the President of the Society of Civil Engineers, *ib.* 4366. 4376. 4386-4388—Tendency of the arbitrators to select persons as umpires (as less likely to have a bias to one side or the other), who possess very little of the knowledge most required, *ib.* 4374, 4375—If some better practical knowledge of the question to be arbitrated upon were possessed by the umpire it would be of great advantage; cases in illustration thereof, *ib.* 4383-4385. 4387-4415.

Capacity of the umpires considered, *Rep. p. xii*—Recommendation that umpires be in all cases appointed whose general knowledge and experience may fully qualify them to decide the cases submitted to their judgment, *ib.*—Also that if after a certain number of days the arbitrators are unable to agree in the choice of the umpire, the nomination should then be left to one of the Judges, *ib.* xiii, xiv.

See also *Arbitration*. *Arrears*. *Awards*. *Buller, Sir John Yarde*. *Chambers of Commerce*. *Graham, Sir James*. *Great Western Railway*, 1. *Stuart, Lord James*.

*Unpaid Letters, &c.* Supposition that the limitation in weight of unpaid letters and parcels to four ounces, is done to prevent annoyance; objectionable articles having been sometimes formerly sent in unpaid letters, *Bolckhuysen* 2706-2708.

*Up Troia*. See *Acceleration*, 1. *East Coast Route*. *Great Northern Railway*. *Irregularities and Delays*. *London and North Western Railway*, 2, 3. *West Coast Route*. *York, Newcastle, and Berwick Railway*. *York and North Midland Railway*.

## V.

*Veasey, David*. (Analysis of his Evidence.)—Banker at Huntingdon, 630, 631—Although the Great Northern Railway passes through this town, the letters are obliged to be sent round by mail cart *via* Cambridge, to the Eastern Counties line, 632—Great insecurity of letters sent by the mail cart inasmuch as it is driven by a single person, and has been twice attacked, 632, 633—The Post-office has allowed the second post to come by the Great Northern direct to Huntingdon, but will not allow it to be sent back that way, 634-639—Interviews on the subject had by witness with Colonel Maberly, Mr. Rowland Hill, and Mr. Denison, 640. 656-658.

Expediency of any difference between the Post-office and the railway company being referred to arbitration, 640—Particulars relative to the arrival and dispatch of London letters in Huntingdon, 641-646—Circuitous route of the local posts, 647, 648—It is not the hours of arrival, but the insecurity of the conveyance that is complained of, 649-651—Circuitousness of the communication with and from the north, 652-654—There are no complaints at Huntingdon with regard to the distribution of the letters, 659.

*Voluntary Agreements*. Some voluntary agreements for railway services have been concluded during the past year, *Vicount Canning* 4460-4463—Voluntary arrangements now in operation, *ib.* 4461-4463—Inexpediency of referring voluntary agreements to arbitration, *ib.* 4464.

See also *General Contracts*. *London and North Western Railway*, 1. *Midland Railway*.

## Report, 1854—continued.

## W.

*Wall, James Cressell.* (Analysis of his Evidence.)—See *Badham, James Billings, &c.*

*Waterford to Carlow.* An arrangement is being made for the better conveyance of letters between Waterford and Carlow, *Page 4131.*

*Weather.* See *Winter Months.*

*Weatherby.* Inconvenience to this town in the mails not being given out at Bottom Percy, as formerly, *Milner 814-816*—Explanation thereof, *Page 2754-2756.*

*Weight of Mails.* An account of the average daily weight of letters, books, and parcels, separately, has lately been kept at the London Post-office, but not in the country, *Page 810*—Great increase in the weight of the mail-bags, since the sanction of the Treasury to carry parcels, *Banning 1034-1038*—The increased weight of the mail of late years chiefly arises from additional letters and newspapers, *Hill 1346-1350*—Impracticability of the Post-office giving any account of the weight of mails at different periods, *ib. 1348, 1349*—Slight number of very heavy letters sent by post, *ib. 1352.*

Any estimate of the weight respectively of letters, newspapers and parcels, must be a very rough one, and must be confined to those despatched from London, *Hill 2097-2101*—Estimated average weight, respectively, of letters, books, newspapers, and bags despatched from the General Post-office by the evening mail trains; proportionate weight by other trains, *ib. 2130-2136, 2221, 2229-2232, 2280*—The average weight of letters and parcels together (exclusive of newspapers) is about one-third of an ounce each, *ib. 2214-2221, 2258*—Immense weight of letters and newspapers sent daily along the London and North Western Railway, *Huish 2815, 2816*—Inaccuracy of Captain Huish's statement as to the weight of the letters and newspapers despatched nightly from Euston-square, *Hill 4153, 4154.*

Incorrectness of the estimate (*Q 2130 et seq.*) of the average weight respectively of letters, books, newspapers, and bags despatched from the Post-office by the night mails; amended return thereof, *Hill 4155-4158, and Ex. p. 394*—Greater weight of official correspondence than of ordinary correspondence, *Hill 4155, 4158*—Average weight respectively of a letter, of a book parcel, and of a newspaper, *ib. 4158.*

Excluding newspapers, the average weight of everything sent through the post is much less now than before the penny postage, *Hill 4189*—Tabular statement of the average weight of a letter despatched from London in 1838 and in 1854; and in the decrease in the weight since the former period, *Hill's Ex. p. 399*—The weight alone, and not the contents of the mails, should be calculated by the arbitrators, *Hill 4221-4224.*

Return (so far as it can be given by the Post-office), showing at what date the Post-office charge was reduced to one penny per half-ounce; the average weight of mails daily transmitted for twelve months next after the introduction of the present rates of postage; the date at which the Post-office commenced carrying parcels of increased weight, and the books; also, the rate charged per pound; and copy of the regulations; also, the average daily weight of mails for one year before that date, and the average daily weight of letters, and also of books and parcels, for twelve months ending the 1st May 1854, *App. p. 506, 507.*

See also *Boys.*

*Newspapers.*

*Book Parcels.*

*Official Letters.*

*"Illustrated London News."*

*Letters.*

*West Coast Route.* Suggestions generally relative to the letter service of mails between Liverpool, London, and the north, *Macfie 968 et seq.*—Comparative regularity at present of the down mail from London by the western coast, *Hill 1358, 1368, 1369*—Evidence to the effect that an equal rate of speed may be attained on the west as on the east route to Edinburgh, *Hill 1561-1570, 1598, 1599; Huish 2861-2865, 2909-2951, 2979-2983, 2988-3003*—Offer of the western companies to run a train to Edinburgh in eleven hours and thirty-two minutes, *Hill 1587*—Witness is not cognizant of any complaints from Scotland against the western route, *ib. 1588-1590.*

Decided advantages of the London and North Western over the Great Northern route for the conveyance of the west and north of Scotland correspondence, *Hill 1699; Huish 2950-2954*—The distance to Edinburgh by the east route is a few miles only shorter than by the west, *Huish 2861, 2992, 2993*—Comparison of the fast trains on both lines, *ib. 2861, 2930-2936, 2998-3002.*

See also *Acceleration.*

*Caledonian Railway.*

*East Coast Route.*

*Edinburgh.*

*Gradients.*

*Junctions.*

*London and North Western Railway.*

*Tunworth.*

*Traffic.*

*West of England.* Evidence generally relative to the defective postal communication between the west of England and South Wales, *Somerton 1185 et seq.*—The correspondence of the west of England is collected in Bristol, and sent by way of the Severn  
411—L. being

## Report, 1854—continued.

*West of England—continued.*

being carried by a mail cart to the Aost passage, a ferry, where in foggy or tempestuous weather it is sometimes delayed at Chepstow for twenty-four hours, *ib.* 1185, 1186, 1191 *et seq.*—Remedy suggested by sending a mail at 11.50 at night from Bristol to Gloucester direct to meet the London mail there, instead of attempting to meet it at Chepstow, *ib.* 1186, 1204 *et seq.*

Inexpediency of removing the correspondence between the West of England, and the North, on to the Great Northern line, *Hill* 1258-1260; *Huish* 2953-2956, 2988.

See also *East Coast Route*. *South Wales Railway*. *Stafford*.

*West India Mails*. See *Bristol*, 1. *Foreign and Colonial Mails*.

*Whitmore*. See *Potteries (Staffordshire)*.

*Williams, Major John*. (Analysis of his Evidence.)—Arbitrator for the Post-office, 3975—Principle acted upon by witness in conducting arbitrations, 3975-3977—He concurs in the main with the principles of calculation adopted by Major Harness, *ib.*—Alteration desirable in the appointment of the umpire, 3978—Refutation of Mr. Saunders's remark that the Post-office arbitrator had refused any but Government officers as umpires, 3978—If the umpire be a professional gentleman he is paid for his services, 3979-3981—If arbitrators could not agree upon an umpire within a certain time, it should be referred to a judge, 3982-3984.

There is a great discrepancy between the estimates of the Post-office arbitrators, and of the railway arbitrator, 3985-3997—The highest award per mile in Ireland has been 54, and the highest in England 3 s. 6 d., 3998-4002—Instances in which trains are exclusively devoted to the Post-office; cost of the service in these cases, 4003-4016, 4022—Largest sum awarded for the conveyance of a guard, and of an imperial outside, 4017—Extremes paid by the Post-office for one seat in the inside of a second-class carriage, 4018-4026—The Post-office refers to the receipts of the trains to meet the argument often put forward by the railway company, that they would not despatch the train if it were not for the Post-office requirements, 4029-4038.

Belief that the system of arbitration is a fair one, 4039—The great delays that have taken place in the appointment of umpires are exceptions to the rule, 4039, 4040—Case in which an award to the North Union Railway of 3 s. 6 d. per mile was opened, and one for 3 s. 6 d. substituted, 4031-4039—Hardship on railways in being kept out of their money for years while an arbitration is going on, 4040—In cases of arbitration, witness has considered the conveyance of parcels by the Post-office as so far adding to the weight of the mails, but not as causing injury to the railway companies, 4041-4048.

*Wilts, Somerset, and Weymouth Railway*. When the Wilts, Somerset, and Weymouth line is completed, the communication will be more direct between Southampton and Bristol, and much time will be saved, *Jack* 1164-1166, 1177-1179.

*Winter Months*. Considerable increase in the loss of time in arriving at York during the winter months, *O'Brien* 14, 18, 19, 44, 75, 76—Greater time taken for the down night fast train, from London to Edinburgh, *via* Great Northern Railway, during December 1853, and January and February 1854, on account of the winter, *ib.* 40—Time hills for this period, *O'Brien's Ev.* p. 8—Return of the running for the same period, *ib.* 9—Increased loss of time from London to Berwick, notwithstanding diminished speed, *O'Brien* 41-44—Time allowed between London and Edinburgh, in March 1854, when the weather was unusually fine; time bill and return of the running, showing the effect of good weather in reducing the delay, *ib.* 44-47, 75, 122, 123—Irregularity generally consequent on severe weather in winter, *O'Brien* 75, 76; *Hill* 1360, 1381; *Huish* 2813; *C. A. Saunders* 3130-3134; *Rep.* p. xii.

More liability to delay in the winter than in the summer months; reference to Captain *O'Brien's* evidence *hereon*, *Hill* 1360, 1361, 1365—Occasional delays at Bristol, &c., during the snow storms in winter, *ib.* 1792-1800—Misapprehension of Mr. Hill (*Q.* 1360, 1381) as to witness's former evidence concerning the effect of winter upon the speed of trains, *O'Brien* 3382—Reference to former evidence (*Q.* 1360, 1361) and explanation thereon relative to Captain *O'Brien's* statement as to the effect of winter upon speed, *Hill* 4279, 4280.

See also *Irregularities and Delays*, 1.

*Wooler (Northumberland)*. Inconvenience to the district around Wooler in the mails thence necessarily passing through Alnwick; they used to be forwarded by way of Belford, a shorter route, *Huide* 401-405.

## Y.

*York*. Average delay of the down mail train throughout 1852 of sixteen minutes each day at York, *O'Brien* 13, 14.

Return

## York—continued.

Return of the hours at which the night mail trains running between London and Edinburgh arrived at York, during the months of October, November, and December 1853, *App. p. 453-455*—Similar return as to the day mail, *ib. 454-456*.

Return showing the hours at which the York mail-bags were delivered at Euston-square terminus, for transmission by railway, during the months of October, November, and December 1853, *App. p. 459*—Return showing the hours at which the York mail-bags were due and arrived by railway at the Euston-square terminus during the same months, *ib. 470*—Return of the arrivals of all mails in York during the months of October, November, and December last, *ib. 484*.

See also *Acceleration.*

*East Coast Route.*

*Great Northern Railway.*

*Midland Route.*

*York, Newcastle, and Berwick Railway.*

*York and North*

*Midland Railway.*

## YORK, NEWCASTLE, AND BERWICK RAILWAY:

1. *Delays and Irregularities on this Line; Returns on the Subject.*
2. *Explanations respectively by the Company and by the Post-office.*
3. *Recent Award by the Marquis of Blandford considered.*

1. *Delays and Irregularities on this Line; Returns on the Subject:*

Numerous complaints have been made of irregularity in the conveyance of the mails along this railway, *O'Brien 2*—Average loss of only two minutes per day on the mail train between York and Newcastle during the year 1853, *O'Brien 12, 13*, and *Ex. p. 3*—Bill of the down night train from York to Newcastle in 1853, *O'Brien, Ex. p. 2*—Return of the running of the same train during the same year, *ib. 3*.

Time bill of the down night mail train from London to Edinburgh *via* Derby, for March 1854, *O'Brien's Ex. p. 4*—Return of the running of the down night mail train from York to Newcastle, from 1 June 1853 to 31 March 1854, *ib.*—Return of the running of the down night mail from Newcastle to Berwick during the same period, *ib. 5*—The time bill for the night train has been substantially the same since June 1853, *O'Brien 16*.

Tables delivered in, and explanation thereon, relative to the running of the down and up night mail trains over portions of the York and North Midland and York, Newcastle, and Berwick Railways during November last, *Hill 1271-1301*, and *Ex. p. 117, 118*—The average time gained by the down train between Normanton and Berwick was eight minutes, *Hill's Ex. p. 117*—The average time lost by the up train between Berwick and Normanton was twenty-four minutes, *ib. 118*—Different modes in which the tables of witness and Captain O'Brien have been prepared, calculated, *Hill 1292-1294, 1277-1280-1282, 1339-1341*.

Delays in the portion of the line from York to Newcastle, *Hill 1279-1285*—Saving of time as regards the down mail effected between Newcastle and Berwick, so that there has been no delay in the average running from Normanton to Berwick, *ib. 1287-1291*—Circumstance of lesser speed being required north of Newcastle, *ib. 1291-1294*—Delay of the up mail train from Newcastle to York, *ib. 1295-1297*.

Return of the hours at which the night mail trains running between London and Edinburgh *via* Derby, arrived at Berwick during the months of October, November, and December 1853, *App. p. 453-455*—Similar return as to the day mails, *ib. 454-456*.

Return of the hours at which the up express train from Edinburgh to London arrived at the different stations during the months of October, November, and December 1853, *App. p. 571, 572*—Similar return relative to the down express train from London to Edinburgh, *ib. 572, 573*—Return of the time tables of the express train between London and Edinburgh, over the York and Berwick line, for October, November, and December 1853, *ib. 574*.

2. *Explanations respectively by the Company and by the Post-office:*

The irregularities or delays generally arise before the mails have come upon this line, and not from any fault on the line or its branches, *O'Brien 3*—Delay arising from the manner in which the Post-office authorities have timed the train along the line without reference to the views of the company, *ib. 4, 18 et seq.*—The York and Berwick Company have not taken any official notice of the complaints referred to, *ib. 8*—Different rates of speed provided by the Postmaster-general between London and Edinburgh, *ib. 18*.

The running over the line adverted to, as showing the effect of a high rate of speed in causing loss of time, and vice versa, *O'Brien 19-26, 77-80*—Time lost between York and Newcastle where the rate of speed is highest, *ib. 19, 20*—Time gained between Newcastle and Berwick where a lesser rate of speed is required, *ib. 21-25*—Actual running of the mail train *via* Derby from York to Newcastle at forty-four miles an hour, or a greater speed than the express train, *ib. 48, 49*—No inconvenience of any moment



## YORK, NEWCASTLE, AND BERWICK RAILWAY—continued.

2. *Explanations respectively by the Company and the Post-office—continued.*

to delivering or receiving the mails at the stations on the railway, *O'Brien* 55-59, 71—Great inconvenience to the company is the lateness of the arrivals at York, *ib.* 56.

Decision by the Postmaster-general of the speed of the mail trains without consulting the companies, again adverted to, *O'Brien* 90, 91, 117—Want of punctuality is decidedly contingent on the high rates of speed fixed for portions of witness's line, *ib.* 92, 93, 100—No specific complaint has been made by the Postmaster-general against the York and Berwick Company, *ib.* 105-108—Inquiries into delay are duly explained by the Company, *ib.* 108, 109-111.

The delays are entirely owing to the Railway Company, *Hill* 1303—In fixing the rates of speed over different portions of the line to Berwick, the Post-office took the speed of an actual train, and made some alterations, with the concurrence of the Company, *ib.* 1304, 1305, 1326, 1375-1377, 1409, 1410, 1414-1420—The high mail speed required over any portion of the York and Berwick line is not incompatible with safety and punctuality, *ib.* 1379-1375, 1380, 1381, 1419, 1420—Course pursued by the Post-office before the acceleration of the mail train over this line in June 1853, *ib.* 1410, 1414-1416—Circumstance of the Company having subsequently proposed, with the sanction of the North British Company, to continue the same speed on to Edinburgh, *ib.* 1410, 1416-1418.

Explanation of former evidence (*Q. 3*) that no delays arose from any fault of the York, Newcastle, and Berwick Company, *O'Brien* 3364—Limitation of witness's evidence to the running of the down mails to Newcastle, *ib.* 3376—Incorrection of Mr. Hill's statement (*Q. 1325*) as to the York and Berwick Company having concurred in the speed fixed over their line by the Post-office, *ib.* 3379-3381—Slower speed to be obtained on the line south than north of Newcastle, *ib.* 3383, 3384.

Further evidence as to the inaccuracy of Captain O'Brien's statement relative to the mail speed on his line having been fixed by the Post-office, without consulting the Company on the subject, *Hill* 4278—Refusal of the York, Newcastle, and Berwick Company to accept the terms of witness's circular; correspondence on the subject, *Hill* 4281, 4282, and *App. p.* 598-606.

3. *Recent Award by the Marquis of Blandford considered:*

Average payment formerly of 10 d. a mile to the York, Newcastle, and Berwick Company for each mail train, *O'Brien* 314, 317—Recent arbitration between the Company and the Post-office, by which the former are awarded to be paid at an average rate of 2 s. 6 d. a mile, *ib.* 318, 319.

Nature of the contract or award by statute recently made under Act of Parliament between the Post-office and York and Berwick Company, *Hill* 1309-1317—The total yearly amounts of the service for two mail trains daily each way between York and Berwick has just been fixed at 27,659 l. 15 s. 6 d., the previous award having been only 9,115 l.; *ib.* 1310, 1311—The first award to the York, Newcastle, and Berwick Company was dated ten or twelve years ago, the present award having only just been made, *Page* 1344, 1345—High rate of payment per mile received by the Company in proportion to the cost of locomotion, *Hill* 1383, 1384, 1387-1389.

Grounds for the conclusion that the recent award by the Marquis of Blandford of 2 s. 6 d. a mile for the conveyance of the mails on the York, Newcastle, and Berwick Railway is less than it should be, *Huish* 3039, 3090, 3091—In this case, witness acted for the Company, and Captain Williams for the Post-office, *ib.* 3039.

Award by the Marquis of Blandford further adverted to; denial of some of Captain Huish's statements thereon, *Hill* 4250, 4251—Further reference to the award in question, *Huish* 4308.

Copy of Lord Blandford's award, dated 10 April 1854, *App. p.* 513—Statement of former and present payments to the Company, *ib.*

See also *Acceleration. Centralization of Mails. East Coast Route. Ferry Hill Station. Size of Trains. Winter Months.*

*York and North Midland Railway.* The line from Normanton to York is worked by the same committee of directors as the line on to Berwick, *Hill* 1273, 1330—Delays incurred during November 1853 on this line, *ib.* 1273-1276—Tables of the running of the down and up night mail trains in November, *Hill's Ex. p.* 117, 118—Delay of the up mail trains between York and Normanton, *Hill* 1298—Circumstance of there being far greater delay in proportion between Normanton and York than between London and Normanton, *ib.* 1299-1301, 1327, 1328, 1330, 1337, 1338, 1822-1825.

It is 24 miles from Normanton to York, *Page* 1331—The Irish letters and nearly all letters north of Crewe will (as contemplated) form the mail for Newcastle at Normanton, without first coming to Tannworth, *Hill and Page* 1453-1457—Belief as to the delay on this line having been complained of by the Post-office, *Hill* 1826-1828.

Explanation

*York and North Midland Railway—continued.*

Explanation as to the line from Normanton to York not having been included in witness's returns, though it is worked by his company, *O'Brien* 3377—Extent of the delay between Normanton and York; the same explained, *ib.*

Return of the hours at which the eight mail trains running between London and Edinburgh *via* Derby, arrived at Normanton during the months of October, November, and December 1853: *App. p.* 453-455—Return of the working of the express train between York and Normanton and Normanton to York, during the same months, *ib.* 568-570.

Running of the down mail (due to leave London at 9 p.m., and to arrive at Normanton at 3.45 a.m.), for the months of October, November, and December 1853, showing the time lost and gained, on the York and North Midland line, with explanations as to special detentions, *App. p.* 586-588.

## Z.

*Zwischenbart, Rodolph.* (Analysis of his Evidence.)—Merchant at Liverpool, 3688, 3689—Suggestions relative to the postal communications between Paris and Liverpool, *via* Dover; inconvenience of the present arrangement, 3690 *et seq.*—Particulars relative to the mail and other trains from Liverpool to London, 3690-3692—Benefit to Liverpool of a more expeditious arrangement with reference to the India and China mails, 3690—The inconvenience to the foreign merchants at Liverpool is confined to the out mails, 3693, 3694—The cost of witness's postage between Liverpool and Paris was upwards of 1,200*l.* a year under the old system, 3695-3697.

Advantageous effect on the commerce of Liverpool, of the present postal arrangements in Holland, Belgium, and Germany, 3699, 3700—If a mail were to leave Liverpool at one o'clock in the day, it would be a great advantage, particularly if it could catch the Marseilles mail, 3701-3704—Importance to the northern towns of having a direct communication upon the arrival of the foreign mails at Southampton and Dover, 3705-3707—Vital importance to trade that the despatch of letters should be as rapid as possible, 3708—Difficulty of making trains on different lines fit into one another; manner pursued in France to obtain this, 3709-3712.

Right of the Postmaster-general to compel a Company to run any train he thinks fit, 3713-3716—The present system of arbitration is very fair, 3716-3720—Mode of paying for the conveyance of the mails on the railways in France, 3717-3719—Witness has been a foreign merchant in Liverpool for thirty-five years; immense increase in the trade of Liverpool during that time, 3723-3728. 3730—Number of letters sent out daily by witness, 3729, 3730.